Spokane International Airport
Airport Layout Plan

Spokane, Washington Airport Board
May 2018

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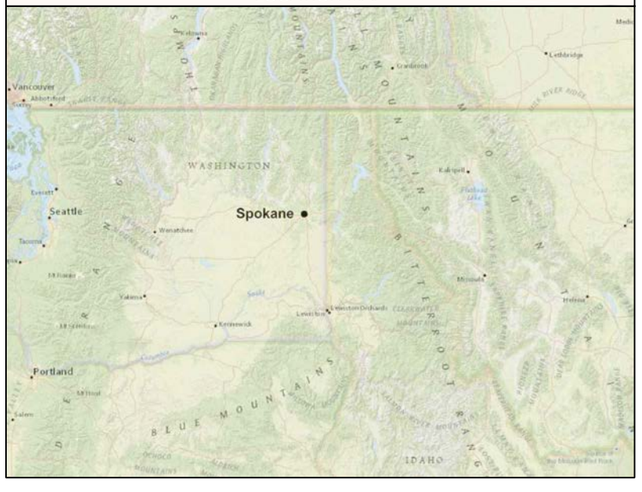
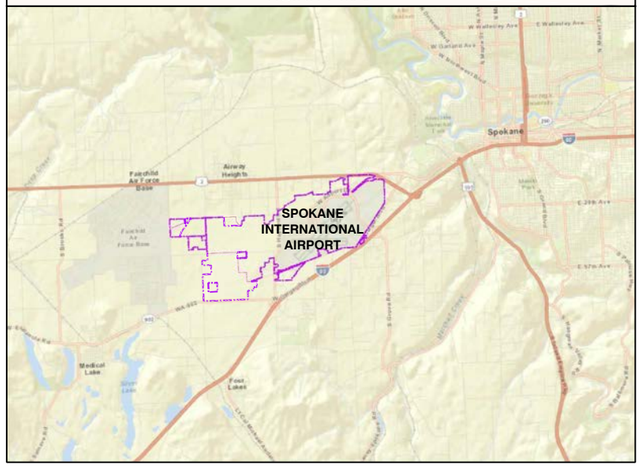
LOCATION MAP



VICINITY MAP



Mead & Hunt

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EXISTING FACILITY LEGEND

(1) Terminal	(15) Cellphone Waiting Parking Lot
(2) Air Carrier Apron	(16) South Maintenance Apron
(3) Terminal Parking Garage	(17) Aeronautical / Maintenance Hangar
(4) Airport Rescue and Fire Fighting	(18) Aeronautical / Maintenance Hangar
(5) Air Cargo	(19) Aeronautical / Maintenance Hangar
(6) West Cargo Apron	(20) Army National Guard
(7) Operations Building	(21) Air Traffic Control Tower
(8) Fuel Farm	(22) FAA ASR-9 Radar
(9) Glycol Storage	(23) RTR Antenna Farm
(10) Snow Removal Equipment Building	(24) Regulator Building
(11) Aeronautical / Maintenance Hangar	(25) Spokane Waste to Energy
(12) FBO	(26) USPS Regional Distribution Center
(13) Aeronautical / Maintenance Hangar	(27) Parking Operations Building and Garage
(14) US Customs	(28) MRF

Only major facilities listed here. For all facilities and elevations, see building area plans, Sheets 13-15.

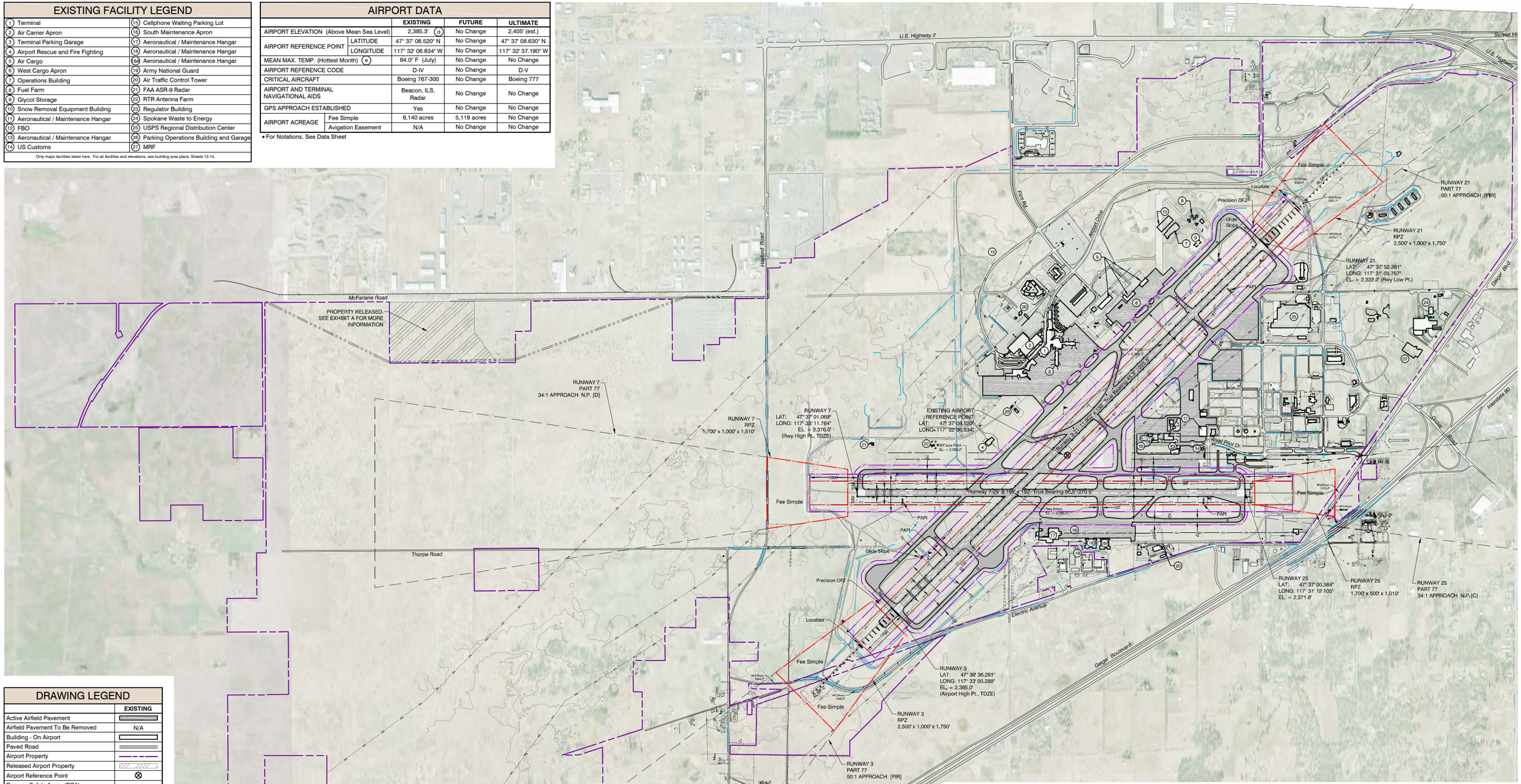
AIRPORT DATA

		EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (Above Mean Sea Level)		2,385.3' (d)	No Change	2,405' (est.)
AIRPORT REFERENCE POINT	LATITUDE	47° 37' 08.520" N	No Change	47° 37' 08.630" N
	LONGITUDE	117° 32' 06.834" W	No Change	117° 32' 37.190" W
MEAN MAX. TEMP. (Hottest Month) (e)		84.0° F (July)	No Change	No Change
AIRPORT REFERENCE CODE		D-IV	No Change	D-V
CRITICAL AIRCRAFT		Boeing 767-300	No Change	Boeing 777
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Beacon, ILS, Radar	No Change	No Change
GPS APPROACH ESTABLISHED		Yes	No Change	No Change
AIRPORT ACREAGE	Fee Simple	6,140 acres	5,118 acres	No Change
	Avigation Easement	N/A	No Change	No Change

• For Notations, See Data Sheet

DRAWING LEGEND

	EXISTING
Active Airfield Pavement	
Airfield Pavement To Be Removed	N/A
Building - On Airport	
Paved Road	
Airport Property	
Released Airport Property	
Airport Reference Point	⊗
Runway Safety Area (RSA)	RSA
Runway Object Free Area (ROFA)	ROFA
Runway Protection Zone (RPZ)	RPZ
Taxiway Object Free Area (TOFA)	TOFA
Building Restriction Line (BRL)	BRL
Runway Visual Zone (RVZ)	RVZ
FAR Part 77 Inner Approach Surface	
Glide Slope	▲
Localizer	LOCALIZER
Glide Slope Critical Area	GS
Localizer Critical Area	LOC
Precision Approach Path Indicator (PAPI)	
Visual Approach Slope Indicator (VASI)	
Wind Cone	
Rotating Beacon	★
Fence	
Building - Off Airport	
Building - To Be Removed	
Terrain Contour	
Waterway/Ditch	



TRUE / MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

1,000' 0 FEET 2,000'

SUBMITTED BY:
Spokane Airport Board

By _____
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EXISTING FACILITIES

Mead & Hunt

DESIGN:	DRAWN:	DATE:	SHEET
AT/BM	TE/BM	AUGUST 2014	2 OF 17

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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EXISTING FACILITY LEGEND

(1) Terminal	(15) Cellphone Waiting Parking Lot
(2) Air Carrier Apron	(16) South Maintenance Apron
(3) Terminal Parking Garage	(17) Aeronautical / Maintenance Hangar
(4) Airport Rescue and Fire Fighting	(18) Aeronautical / Maintenance Hangar
(5) Air Cargo	(19) Aeronautical / Maintenance Hangar
(6) West Cargo Apron	(19) Army National Guard
(7) Operations Building	(20) Air Traffic Control Tower
(8) Fuel Farm	(21) FAA ASR-9 Radar
(9) Glycol Storage	(22) RTR Antenna Farm
(10) Snow Removal Equipment Building	(23) Regulator Building
(11) Aeronautical / Maintenance Hangar	(24) Spokane Waste to Energy
(12) FBO	(25) USPS Regional Distribution Center
(13) Aeronautical / Maintenance Hangar	(26) Parking Operations Building and Garage
(14) US Customs	(27) MRF

Only major facilities listed here. For all facilities and elevations, see building area plans, Sheets 13-15.

FUTURE FACILITY LEGEND

(F1) -	(F11) Cargo/MRO Apron
(F2) Deicing Apron	(F12) Expanded US Customs
(F3) Expanded Passenger Terminal: Fututre	(F13) Future Aeronautical Facilities
(F4) Passenger Terminal Parking Garages	(F14) Hangar (180' x 260')
(F5) Passenger Terminal Surface Parking	(F15) Relocated Electrical Vault
(F6) Passenger Terminal: Ultimate	(F16) Relocated RTR Antenna Farm
(F7) Air Carrier Apron: Ultimate	(F17) Convenience Store / Gas Station
(F8) T-Hangars	(F18) Air Traffic Control Tower
(F9) Fuel Farm Upgrades	(F19) Relocated Correctional Facility
(F10) Cargo/Aeronautical Facilities	

AIRPORT DATA

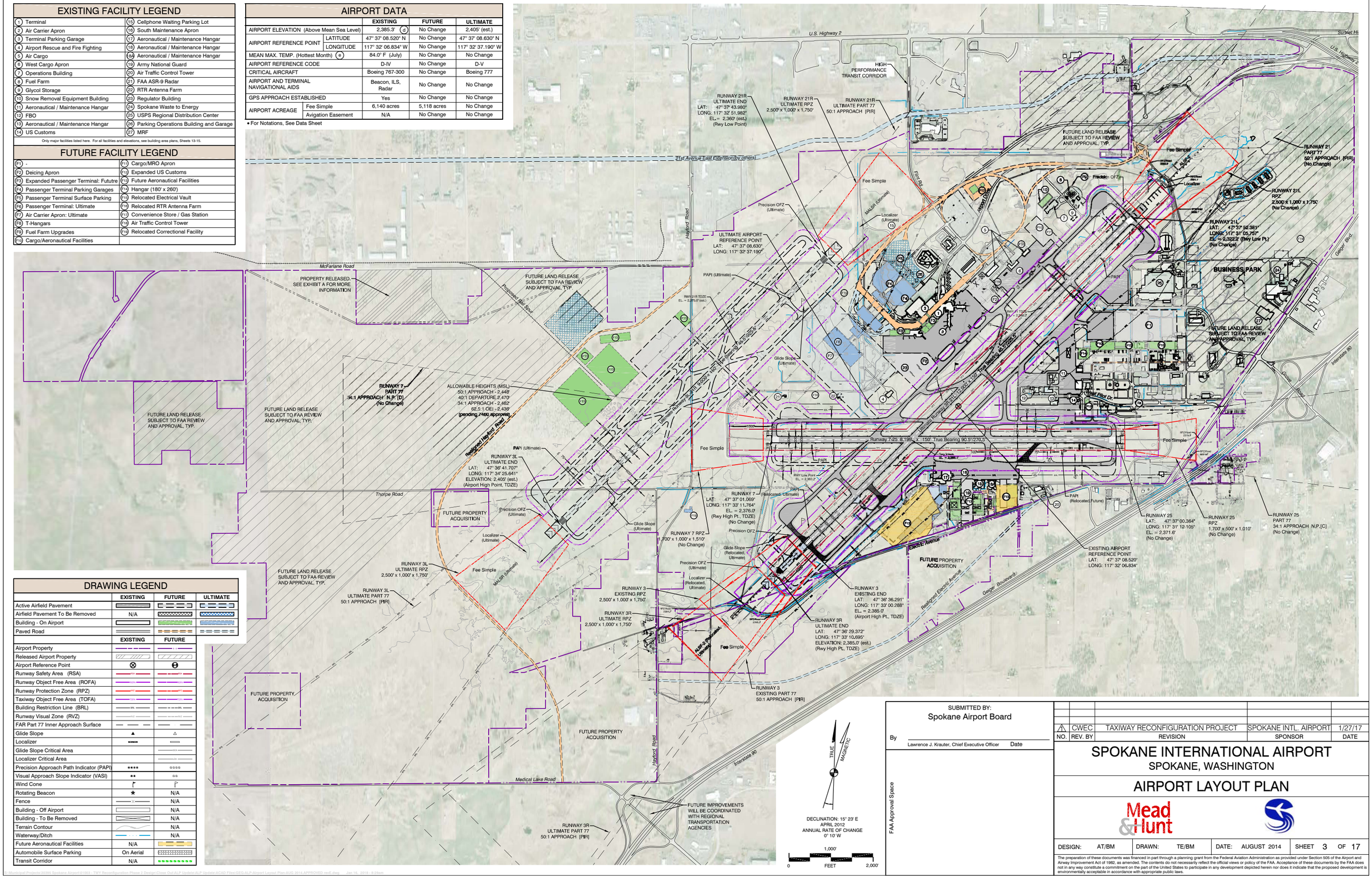
		EXISTING	FUTURE	ULTIMATE
AIRPORT ELEVATION (Above Mean Sea Level)		2,385.3' (d)	No Change	2,405' (est.)
AIRPORT REFERENCE POINT	LATITUDE	47° 37' 08.520" N	No Change	47° 37' 08.630" N
	LONGITUDE	117° 32' 06.834" W	No Change	117° 32' 37.190" W
MEAN MAX. TEMP. (Hottest Month) (e)		84.0° F (July)	No Change	No Change
AIRPORT REFERENCE CODE		D-IV	No Change	D-V
CRITICAL AIRCRAFT		Boeing 767-300	No Change	Boeing 777
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Beacon, ILS, Radar	No Change	No Change
GPS APPROACH ESTABLISHED		Yes	No Change	No Change
AIRPORT ACREAGE	Fee Simple	6,140 acres	5,118 acres	No Change
	Avigation Easement	N/A	No Change	No Change

• For Notations, See Data Sheet

DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Released Airport Property		
Airport Reference Point		
Runway Safety Area (RSA)		
Runway Object Free Area (ROFA)		
Runway Protection Zone (RPZ)		
Taxiway Object Free Area (TOFA)		
Building Restriction Line (BRL)		
Runway Visual Zone (RVZ)		
FAR Part 77 Inner Approach Surface		
Glide Slope		
Localizer		
Glide Slope Critical Area		
Localizer Critical Area		
Precision Approach Path Indicator (PAPI)		
Visual Approach Slope Indicator (VASI)		
Wind Cone		
Rotating Beacon		N/A
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour		N/A
Waterway/Ditch		N/A
Future Aeronautical Facilities	N/A	
Automobile Surface Parking	On Aerial	
Transit Corridor	N/A	


U.S. Highway 2
HIGH PERFORMANCE TRANSIT CORRIDOR
RUNWAY 21R ULTIMATE END LAT: 47° 37' 43.980" LONG: 117° 32' 51.982" EL= 2,360' (est.) (Rwy Low Point)
RUNWAY 21R ULTIMATE RPZ 2,500' x 1,000' x 1,750'
RUNWAY 21R ULTIMATE PART 77 50:1 APPROACH [PIR]
FUTURE LAND RELEASE SUBJECT TO FAA REVIEW AND APPROVAL, TYP.
21st Avenue East Extension(by others)
Fee Simple
RUNWAY 21 PART 77 50:1 APPROACH [PIR] (No Change)
Precision OFZ
Localizer
RUNWAY 21L RPZ 2,500' x 1,000' x 1,750' (No Change)
RUNWAY 21L LAT: 47° 37' 52.381" LONG: 117° 31' 05.757" EL = 2,322.2' (Rwy Low Pt.) (No Change)
BUSINESS PARK
Hayford Road
Precision OFZ (Ultimate)
MALSR (Ultimate)
Localizer (Ultimate)
ULTIMATE AIRPORT REFERENCE POINT LAT: 47° 37' 08.630" LONG: 117° 32' 37.190"
McFarlane Road
PROPERTY RELEASED. SEE EXHIBIT A FOR MORE INFORMATION
Protected Bike Route
FUTURE LAND RELEASE SUBJECT TO FAA REVIEW AND APPROVAL, TYP.
PAPI (Ultimate)
RWY 21R TDZE EL = 2,375.0' (est.)
RUNWAY 7 PART 77 34:1 APPROACH N.P.[D] (No Change)
ALLOWABLE HEIGHTS (MSL) 50:1 APPROACH - 2,448' 40:1 DEPARTURE 2,470' 34:1 APPROACH - 2,462' 62.5:1 OEI - 2,439' (pending 7460 approval)
Glide Slope (Ultimate)
Runway 7-25 8,196' x 150' True Bearing 90.5°/270.5
RWY 7 TDZE EL = 2,362'
RWY 25 TDZE EL = 2,360.2'
RWY Low Point EL = 2,360.2'
Runway 3-21L 12,003' x 150' True Bearing 45.5°/225.5°
Fee Simple
Realigned Hayford Road
Runway 3L-21R 9,400' x 150' True Bearing 45.5°/225.5°
RUNWAY 3L ULTIMATE END LAT: 47° 36' 41.707" LONG: 117° 34' 25.641" ELEVATION: 2,405' (est.) (Airport High Point, TDZE)
Thorpe Road
FUTURE PROPERTY ACQUISITION
Precision OFZ (Ultimate)
Localizer (Ultimate)
RUNWAY 3L ULTIMATE RPZ 2,500' x 1,000' x 1,750'
RUNWAY 3L ULTIMATE PART 77 50:1 APPROACH [PIR]
FUTURE LAND RELEASE SUBJECT TO FAA REVIEW AND APPROVAL, TYP.
RUNWAY 7 (Relocated, Ultimate) LAT: 47° 37' 01.069" LONG: 117° 33' 11.764" EL = 2,376.0' (Rwy High Pt., TDZE) (No Change)
RUNWAY 7 RPZ 1,700' x 1,000' x 1,510' (No Change)
Glide Slope (Ultimate)
Precision OFZ
Glide Slope (Relocated, Ultimate)
Precision OFZ (Ultimate)
Localizer (Relocated, Ultimate)
RUNWAY 3 EXISTING RPZ 2,500' x 1,000' x 1,750'
RUNWAY 3R ULTIMATE RPZ 2,500' x 1,000' x 1,750'
ALSF-2 Protected Underway
RUNWAY 3 EXISTING END LAT: 47° 36' 36.291" LONG: 117° 33' 00.288" EL = 2,385.0' (Airport High Pt., TDZE)
RUNWAY 3R ULTIMATE END LAT: 47° 36' 29.372" LONG: 117° 33' 10.695" ELEVATION: 2,385.0' (est.) (Rwy High Pt., TDZE)
RUNWAY 3 EXISTING PART 77 50:1 APPROACH [PIR]
FUTURE PROPERTY ACQUISITION
Realigned Electric Avenue
Electric Avenue
Geiger Boulevard
PAPI (Relocated, Future)
EXISTING AIRPORT REFERENCE POINT LAT: 47° 37' 08.520" LONG: 117° 32' 06.834"
RUNWAY 25 LAT: 47° 37' 00.364" LONG: 117° 31' 12.105" EL = 2,371.6' (No Change)
RUNWAY 25 RPZ 1,700' x 500' x 1,010' (No Change)
RUNWAY 25 PART 77 34:1 APPROACH N.P.[C] (No Change)
Fee Simple
FUTURE PROPERTY ACQUISITION
Hayford Road
Medical Lake Road
Interstate 90
FUTURE IMPROVEMENTS WILL BE COORDINATED WITH REGIONAL TRANSPORTATION AGENCIES
RUNWAY 3R ULTIMATE PART 77 50:1 APPROACH [PIR]
Cooper Blvd.
Geiger Road
Interstate 90

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

1,000'
0 FEET 2,000'

SUBMITTED BY:
Spokane Airport Board

By _____
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

AIRPORT LAYOUT PLAN

Mead & Hunt

DESIGN:	DRAWN:	DATE:	SHEET
AT/BM	TE/BM	AUGUST 2014	3 OF 17

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AIRPORT DATA

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	LONGITUDE	117° 32' 06.834" W	No Change	117° 32' 37.190" W
MEAN MAX. TEMP. (Hottest Month) (e)		84.0° F (July)	No Change	No Change
AIRPORT REFERENCE CODE		D-IV	No Change	D-V
CRITICAL AIRCRAFT		Boeing 767-300	No Change	Boeing 777-200
AIRPORT AND TERMINAL NAVIGATIONAL AIDS		Beacon, ILS, Radar	No Change	No Change
GPS APPROACH ESTABLISHED		Yes	No Change	No Change
AIRPORT ACREAGE	Fee Simple	6,140 acres	5,118 acres	No Change
	Avigation Easement	N/A	No Change	No Change

ALP NOTES

(a) ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A, Change 1 "Airport Design" and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the Navigable Airspace."

(b) Base mapping created from orthophoto from 3Di West, flown on October 24, 2011.

(c) Horizontal datum source: Airport AVN Data Sheet and 5010 Master Record. Coordinates NAD83

(d) Vertical datum and contour source: 3Di West aerial survey and photogrammetry, October 2011. Elevations NAVD88.

(e) Temperature data source: Western Regional Climate Center, Station ID: 457938

(f) Magnetic declination source: NOAA, February 2012.

(g) Pavement design strength source: Airport AVN Data Sheet and 5010 Master Record.

(h) RSA, OFA, and OFZ surfaces extend the full length of the runway.

(j) Building restriction lines (BRL) based on existing air traffic control tower line of sight, Part 77 airspace, and taxiway object free areas (OFA). Line of sight not expected to be an issue at ultimate terminal building and Runway 3L-21R with relocated ultimate ATCT.

(k) Critical aircraft for Runway 7-25 is a composite of the Bombardier Q-400 and Boeing 737-500. Both aircraft use 7-25 on a regular basis. The wingspan and approach speed are greater for the 737-500 which determines the runway reference code. For taxiway design the Q-400 (taxiway design group 5) is used.

(m) Future phase illustrates expected changes to runways, taxiways and facilities within 20 years. Proposed Ultimate projects illustrate the long-term vision of the Airport.

(n) Based on Airport elevation, required distance for hold lines to Runway 3-21 is 274 feet from runway centerline. Required distance for hold lines to Runway 7-25 is 250 feet. Hold lines to Runway 7-25 on Taxiway G (245 feet) and the stop and hold short lines on Runway 3-12 (205 feet) are less than 250 feet.

(o) Future designation of airplane design group V for Runway 3R-21L will be realized when demand warrants.

(P) Future designation of taxiway design group 6 on various taxiways will be realized when demand warrants.

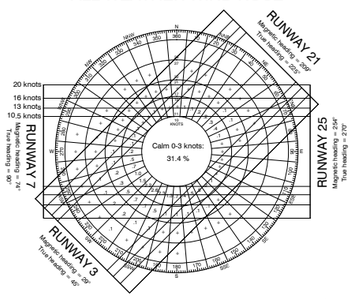
TAXIWAY DESIGN GROUP DATA

	A			C			G			H			J			K			G5		
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE
TAXIWAY DESIGN GROUP	5	5	6 (P)	5	5	6 (P)	5	5	6 (P)	5	No Change	No Change	5	TO BE REMOVED	TO BE REMOVED	5	5	6 (P)	5	No Change	No Change
AIRCRAFT DESIGN GROUP	IV	V	No Change	IV	V	No Change	IV	V	No Change	IV	No Change	No Change	IV			III	V	No Change	IV	No Change	No Change
WIDTH	75'	75'	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'			75'	No Change	No Change	75'	75'	No Change
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	700'	700'	No Change	400'/457'	No Change	No Change	600'	No Change	No Change	N/A	No Change	No Change	N/A			583'	No Change	No Change	N/A	No Change	No Change
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	130'	160'	No Change	130'	160'	No Change	130'	160'	No Change	112.5'	No Change	No Change	130'			93'	160'	No Change	130'	No Change	No Change
TAXIWAY OBJECT FREE AREA WIDTH	259'	320'	No Change	259'	320'	No Change	259'	320'	No Change	259'	No Change	No Change	259'			186'	320'	No Change	259'	No Change	No Change
TAXIWAY SAFETY AREA WIDTH	171'	214'	No Change	171'	214'	No Change	171'	214'	No Change	171'	No Change	No Change	171'			118'	214'	No Change	171'	No Change	No Change
TAXIWAY WINGTIP CLEARANCE	44'	53'	No Change	44'	53'	No Change	44'	53'	No Change	44'	No Change	No Change	44'			34'	53'	No Change	44'	No Change	No Change
LIGHTING	Edge+C.L.	No Change	No Change	Edge	No Change	No Change	Edge+C.L.	No Change	No Change	Edge	No Change	No Change	Edge			Edge	No Change	No Change	Edge	No Change	No Change
NOTES	C.L. lights also on connector taxiways A1, A2 A3 and A4.	Includes all A connecter taxiways.		Taxiway C is 457' from Rwy 7-25 west of Taxiway A, and 400' east of Taxiway D.	Includes all C connecter taxiways			Includes all G connecter taxiways.					Taxiway J to be removed. New connector taxiway to be renamed as K2.				Includes all K connecter taxiways.				
	All unnamed taxiways associated with ultimate projects will be designed to taxiway design group 6 and aircraft design group V standards.																				

TAXIWAY DESIGN GROUP DATA

	G3			G2			A5			A4			A3			A2			C2		
	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE	EXISTING	FUTURE	ULTIMATE
TAXIWAY DESIGN GROUP	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change	5	No Change	No Change
AIRCRAFT DESIGN GROUP	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change	IV	No Change	No Change
WIDTH	75	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change	75'	No Change	No Change
DISTANCE from RUNWAY ℄ to TAXIWAY ℄	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change	N/A	No Change	No Change
DISTANCE from TWY. ℄ to FIXED/MOVABLE OBJECT	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	112.5'	No Change	No Change	130'	No Change	No Change
TAXIWAY OBJECT FREE AREA WIDTH	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change	259'	No Change	No Change
TAXIWAY SAFETY AREA WIDTH	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change	171'	No Change	No Change
TAXIWAY WINGTIP CLEARANCE	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change	44'	No Change	No Change
LIGHTING	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change	Edge	No Change	No Change
NOTES																			Formerly J. Narrowed & renamed C2.		

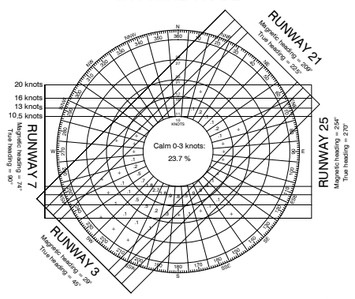
ALL WEATHER WIND ROSE



ALL WEATHER WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
3-21	97.08 %	98.67%	99.72 %	99.95 %
7-25	86.84 %	92.70%	97.75 %	99.49 %
Combined	97.99 %	99.27%	99.86 %	99.99 %
Number of Observations:	83,187			

IFR WIND ROSE

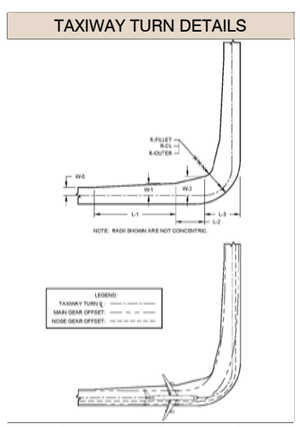


IFR WIND COVERAGE

RUNWAY	10.5 KNOTS (12 M.P.H.)	13 KNOTS (15 M.P.H.)	16 KNOTS (18.5 M.P.H.)	20 KNOTS (23 M.P.H.)
3-21	96.49 %	98.27 %	99.64 %	99.94 %
7-25	88.58 %	93.79 %	98.25 %	99.61 %
Combined	97.11 %	98.92 %	99.81 %	100 %
Number of Observations:	6,066			

Wind Data Source: Spokane, Washington, NOAA Weather Station #72785
Period of Time: Jan. 1, 2000 - Dec. 31, 2009
Note: Windrose compass headings are true north.

TAXIWAY TURN DETAILS



Source: FAA Advisory Circular 150/5300-13A, Change 1 "Airport Design" (Figure 4-13)

TAXIWAY TURN DIMENSIONS

DIMENSION (IN FEET)	TAXIWAY DESIGN GROUP 5								TAXIWAY DESIGN GROUP 6 (P)							
ANGLE (DEG.)	30	45	60	90	120	135	150	180*	30	45	60	90	120	135	150	180*
W-0	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5
W-1	40	45	45	45	50	50	45	50	46	46	52	56	60	57	55	60
W-2	52	60	65	65	72	73	73	88	65	75	85	85	95	102	107	105
W-3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	150	N/A	N/A	N/A	N/A	N/A	N/A	N/A	184
L-1	100	165	180	180	210	215	180	185	300	300	345	365	400	363	360	395
L-2	120	90	95	90	70	70	100	90	111	157	137	125	110	145	165	120
L-3	14	25	37	103	191	276	440	96	16	30	47	129	246	373	594	141
R-FILLET	0	0	0	50	50	50	50	35	0	0	0	60	60	60	60	75
R-CL	110	110	110	95	115	120	120	120	150	150	150	130	155	165	170	175
R-OUTER	350	250	200	164	160	160	160	N/A	400	300	265	200	207	210	212	N/A

* Refers to 180 degree turns between parallel taxiways.

RUNWAY DATA

		RUNWAY 3-21			RUNWAY 3R-21L		RUNWAY 7-25			RUNWAY 3L-21R
		(h) EXISTING	FUTURE (m)	ULTIMATE (m)			EXISTING	FUTURE (m)	ULTIMATE (m)	ULTIMATE (m)
RUNWAY DESIGN CODE		D-IV-1200'	No Change	D-V-1200' (o)			C-III-4000'	No Change	No Change	D-V-2400'
CRITICAL AIRCRAFT	AIRCRAFT	Boeing 767-300	No Change	Boeing 777-200			B737-5 / Q400 (k)	No Change	No Change	Boeing 777-200
	WINGSPAN	156'-1"	No Change	199'-11"			94'-9" / 93'-4"	No Change	No Change	199'-11"
	UNDERCARRIAGE WIDTH	30'-6"	No Change	36'-0"			17'-2" / 33'-2"	No Change	No Change	36'-0"
	COCKPIT TO MAIN GEAR	89'-11"	No Change	94'-10"			45'-11" / 45'-10"	No Change	No Change	94'-10"
	APPROACH SPEED	145 knots	No Change	136 knots			140 / 129 knots	No Change	No Change	136 knots
	MAX. TAKEOFF WEIGHT	380,000 lbs	No Change	545,000 lbs			136,000/ 65,200 lbs	No Change	No Change	545,000 lbs
EFFECTIVE GRADIENT		0.57%	No Change	0.53%			0.05%	No Change	No Change	0.50% (est.)
MAXIMUM ELEVATION ABOVE MSL (d)		2,385.3'	No Change	No Change (est)			2,376.0'	No Change	No Change	2,405' (est.)
RUNWAY LENGTH		11,002'	No Change	12,000'			8,199'	No Change	No Change	9,000'
RUNWAY WIDTH		150'	No Change	No Change			150'	No Change	No Change	150'
RUNWAY SURFACE TYPE		Concrete/Asphalt	No Change	No Change			Asphalt	No Change	No Change	Concrete/Asphalt
PAVEMENT DESIGN STRENGTH (1,000#) - S/D/DT (g)		200/200/400	No Change	No Change			150/180/280	No Change	No Change	200/200/400
F.A.R. PART 77 APPROACH CATEGORY		3 Precision [PIR]	3	No Change	3R	No Change	7 Non-Prec. [D]	7	No Change	3L Precision [PIR]
		21 Precision [PIR]	21	No Change	21L	No Change	25 Non-Prec. [C]	25	No Change	21R Precision [PIR]
F.A.R. PART 77 APPROACH VISIBILITY (Minimums)		3 <½ Mile (Cat. III)	3	No Change	3R	No Change	7 ¾ Mile	7	No Change	3L ≤½ Mile
		21 <½ Mile (Cat. III)	21	No Change	21L	No Change	25 1 Mile	25	No Change	21R ≤½ Mile
F.A.R. PART 77 APPROACH SLOPE		3 50:1	3	No Change	3R	No Change	7 34:1	7	No Change	3L 50:1
		21 50:1	21	No Change	21L	No Change	25 34:1	25	No Change	21R 50:1
RUNWAY EDGE LIGHTING		High Intensity	No Change	No Change			Medium Intensity	No Change	No Change	High Intensity
RUNWAY MARKING		3 Precision	3	No Change	3R	No Change	7 Non-Precision	7	No Change	7 No Change 3L Precision
		21 Precision	21	No Change	21L	No Change	25 Non-Precision	25	No Change	25 No Change 21R Precision
NAVIGATION AIDS		3 Glide Slope, Localizer, RVR	3	No Change	3R	No Change	7 None	7	No Change	7 No Change 3L Glide Slope, Localizer
		21 Glide Slope, Localizer, RVR	21	No Change	21L	No Change	25 None	25	No Change	25 No Change 21R Glide Slope, Localizer
VISUAL AIDS		3 ALSF2, PAPI 4L, C.L. and T.D. lights	3	No Change	3R	No Change	7 VASI 4L, REILs	7	PAPI 4L, REILs	7 No Change 3L MALSR, PAPI 4L
		21 ALSF2, PAPI 4L, C.L. and T.D. lights	21	No Change	21L	No Change	25 PAPI 4L, REILs	25	No Change	25 No Change 21R MALSR, PAPI 4L
BLAST PAD (Length x Width)		3 400' x 200'	3	No Change	3R	No Change	7 200' x 200'	7	No Change	3L 400' x 200'
		21 400' x 200'	21	No Change	21L	No Change	25 100' x 160'	25	200' x 200'	25 No Change 21R 400' x 200'
SHOULDER WIDTH		25'	No Change	No Change			10'	25'	No Change	25'
RUNWAY SAFETY AREA (RSA) (h)		3 1,000'	3	No Change	3R	No Change	7 1,000'	7	No Change	7 No Change 3L 1,000'
(Length Beyond Runway End)		21 1,000'	21	No Change	21L	No Change	25 1,000'	25	No Change	25 No Change 21R 1,000'
RUNWAY SAFETY AREA WIDTH		500'	No Change	No Change			500'	No Change	No Change	500'
OBJECT FREE AREA (OFA) (h)		3 1,000'	3	No Change	3R	No Change	7 1,000'	7	No Change	7 No Change 3L 1,000'
(Length Beyond Runway End)		21 1,000'	21	No Change	21L	No Change	25 1,000'	25	No Change	25 No Change 21R 1,000'
OBJECT FREE AREA WIDTH		800'	No Change	No Change			800'	No Change	No Change	800'
OBSTACLE FREE ZONE (OFZ) (h)		3 200'	3	No Change	3R	No Change	7 200'	7	No Change	7 No Change 3L 200'
(Length Beyond Runway End)		21 200'	21	No Change	21L	No Change	25 200'	25	No Change	25 No Change 21R 200'
OBSTACLE FREE ZONE WIDTH		400'	No Change	No Change			400'	No Change	No Change	400'
PRECISION OBSTACLE FREE ZONE		3 200' X 800'	3	No Change	3R	No Change	7 N/A	7	No Change	7 No Change 3L 200' X 800'
		21 200' X 800'	21	No Change	21L	No Change	25 N/A	25	No Change	25 No Change 21R 200' X 800'
TRANSITIONAL OBSTACLE FREE ZONE		3 2,450'	3	No Change	3R	2,500'	7 N/A	7	No Change	7 No Change 3L 2,400'
(Length Beyond Runway OFZ End - 50:1 Slope)		21 2,400'	21	No Change	21L	No Change	25 N/A	25	No Change	25 No Change 21R 2,400'
TRANSITIONAL OBSTACLE FREE ZONE WIDTH		400'	No Change	No Change			N/A	No Change	No Change	400'
RUNWAY PROTECTION ZONE (RPZ)		3 2,500'x1,000'x1,750'	3	No Change	3R	No Change	7 1,700'x1,000'x1,510'	7	No Change	7 No Change 3L 2,500'x1,000'x1,750'
(Length x Inner Width x Outer Width)		21 2,500'x1,000'x1,750'	21	No Change	21L	No Change	25 1,700'x500'x1,010'	25	No Change	25 No Change 21R 2,500'x1,000'x1,750'
RUNWAY END COORDINATES (c)	3 LAT.	47° 36' 36.291" N		No Change			7 LAT. 47° 37' 01.069" N		No Change	No Change 3L LAT. 47° 36' 41.707" N
	3 LONG.	117° 33' 00.288" W		No Change			7 LONG. 117° 33' 11.764" W		No Change	No Change 3L LONG. 117° 34' 25.641" W
	21 LAT.	47° 37' 52.381" N		No Change			25 LAT. 47° 37' 00.364" N		No Change	No Change 21R LAT. 47° 37' 43.980" N
	21 LONG.	117° 31' 05.757" W		No Change			25 LONG. 117° 31' 12.105" W		No Change	No Change 21R LONG. 117° 32' 51.982" W
RUNWAY END ELEVATIONS (d)		3 2,385.0'	3	No Change	3R	No Change(est)	7 2376.0'	7	No Change	7 No Change 3L 2,405' (est.)
		21 2,322.2'	21	No Change	21L	No Change	25 2371.6'	25	No Change	25 No Change 21R 2,360' (est.)
RUNWAY LOW POINT (d)		2,322.2'	No Change	No Change			2,363.2'	No Change	No Change	2,360' (est.)
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE) (d)		3 2,385.0'	3	No Change	3R	No Change(est)	7 2376.0'	7	No Change	7 No Change 3L 2,405' (est.)
		21 2,346.3'	21	No Change	21L	No Change	25 2372.0'	25	No Change	25 No Change 21R 2,375' (est.)
DISTANCE FROM RWY. ℄ to HOLD BARS REQUIRED (n)		274' - 305'	No Change	No Change			205' - 295' (n)	250' - 295'	No Change	274'
		274'	No Change	No Change			250'	No Change	No Change	274'
VERTICAL LINE OF SIGHT PROVIDED		Yes	No Change	No Change			Yes	No Change	No Change	Yes
DISTANCE from RWY. ℄ to PARALLEL TWY. ℄		700' (A), 600' (G)	No Change	No Change			457'/400'(C), 583' (K)	No Change	No Change	700' (A), 600' (G)
DECLARED DISTANCES: TAKE OFF RUN AVAILABLE		3 N/A	3	No Change	3R	12,000'	7 8,199'	7	No Change	7 No Change 3L 9,000'
		21 11,002'	21	No Change	21L	12,000'	25 8,199'	25	No Change	25 No Change 21R 9,000'
DECLARED DISTANCES: TAKE OFF DISTANCE AVAILABLE		3 N/A	3	No Change	3R	12,000'	7 8,199'	7	No Change	7 No Change 3L 9,000'
		21 11,002'	21	No Change	21L	12,000'	25 8,199'	25	No Change	25 No Change 21R 9,000'
DECLARED DISTANCES: ACCELERATE STOP DISTANCE AVAILABLE		3 N/A	3	No Change	3R	12,000'	7 8,199'	7	No Change	7 No Change 3L 9,000'
		21 11,002'	21	No Change	21L	12,000'	25 8,199'	25	No Change	25 No Change 21R 9,000'
DECLARED DISTANCES: LANDING DISTANCE AVAILABLE		3 N/A	3	No Change	3R	12,000'	7 8,199'	7	No Change	7 No Change 3L 9,000'
		21 11,002'	21	No Change	21L	12,000'	25 8,199'	25	No Change	25 No Change 21R 9,000'

NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

AIRPORT DATA SHEET

Mead & Hunt

DESIGN:	AT/BM	DRAWN:	TE/BM	DATE:	AUGUST 2014	SHEET	4	OF	17

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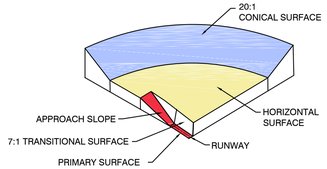

TYPICAL FAR PART 77 SURFACES

PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,510'	-900'	No Action
4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,536'	Conical	2,655'	-119'	No Action
6	Tree	2,624'	Horizontal	2,555'	69'	Cut
7	Tank	2,640'	Conical	2,580'	60'	Obstruction Light
8	Tree	2,507'	Transitional	2,546'	-39'	No Action
9	Antenna	2,420'	Transitional	2,450'	-30'	No Action
10	Pole	2,446'	Transitional	2,472'	-26'	No Action
11	ATCT	2,650'	Transitional	2,465'	185'	No Action
12	Tank (OL)	2,505'	Transitional	2,486'	19'	No Action
13	Tower (OL)	2,476'	Horizontal	2,555'	-79'	No Action
14	Spire	2,110'	Rwy 21L Approach	3,250'	-1,140'	No Action
15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

SEE SHEET 7 FOR RUNWAY 21L AND 21R APPROACH

SEE SHEET 6 FOR RUNWAY 3L AND 3R APPROACH

40:1 APPROACH SURFACE
50:1 APPROACH SURFACE [PIR]
HORIZONTAL SURFACE ELEVATION 2,555' (150' ABOVE AIRPORT ELEVATION OF 2,405')
20:1 CONICAL SURFACE
PRIMARY SURFACE
34:1 APPROACH SURFACE [NP(D)]
34:1 APPROACH SURFACE [NP(C)]
7:1 TRANSITIONAL SURFACE, TYP.
Rwy 3L-21R Utl. Length 12,000'
Rwy 3R-21L Utl. Length 9,000'
Rwy 7-25 Length 8,199'
Airway Heights
Hazelwood
Hayford
Geiger Heights
Fort Lukes Interchange
Riddle Hill
Jamieson Park
Mount Nebo Cemetery
Greenwood Memorial Terrace
Riverside Memorial Park
West Spokane
Peaceful Valley
Indian Canyon
Corbin House
Rockwood Vista Reservoir Dam
Manito Park
Comstock Park
Hangman Valley
SPOKANE
Cowles
Spokane Memorial Gardens Cemetery
Overlook
Ox Meadows Airport

LEGEND

- Existing Runway
- Ultimate Runway Extension
- Airport Property
- Part 77 Surface
- Part 77 Surface Contour Future
- Threshold Siting Surface
- Runway Protection Zone (RPZ)
- Terrain Penetrates Part 77 Surface
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface
- Terrain Contours

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevation in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF), April 2012, and orthophoto mapping.
- Basemap source: USGS Topographic maps
- See inner portion of the approach plan view for close-in obstructions (Sheets 10-12)
- * 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

2,000'
0 FEET 4,000'

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

F.A.R. PART 77 AIRSPACE PLAN

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 5 OF 17

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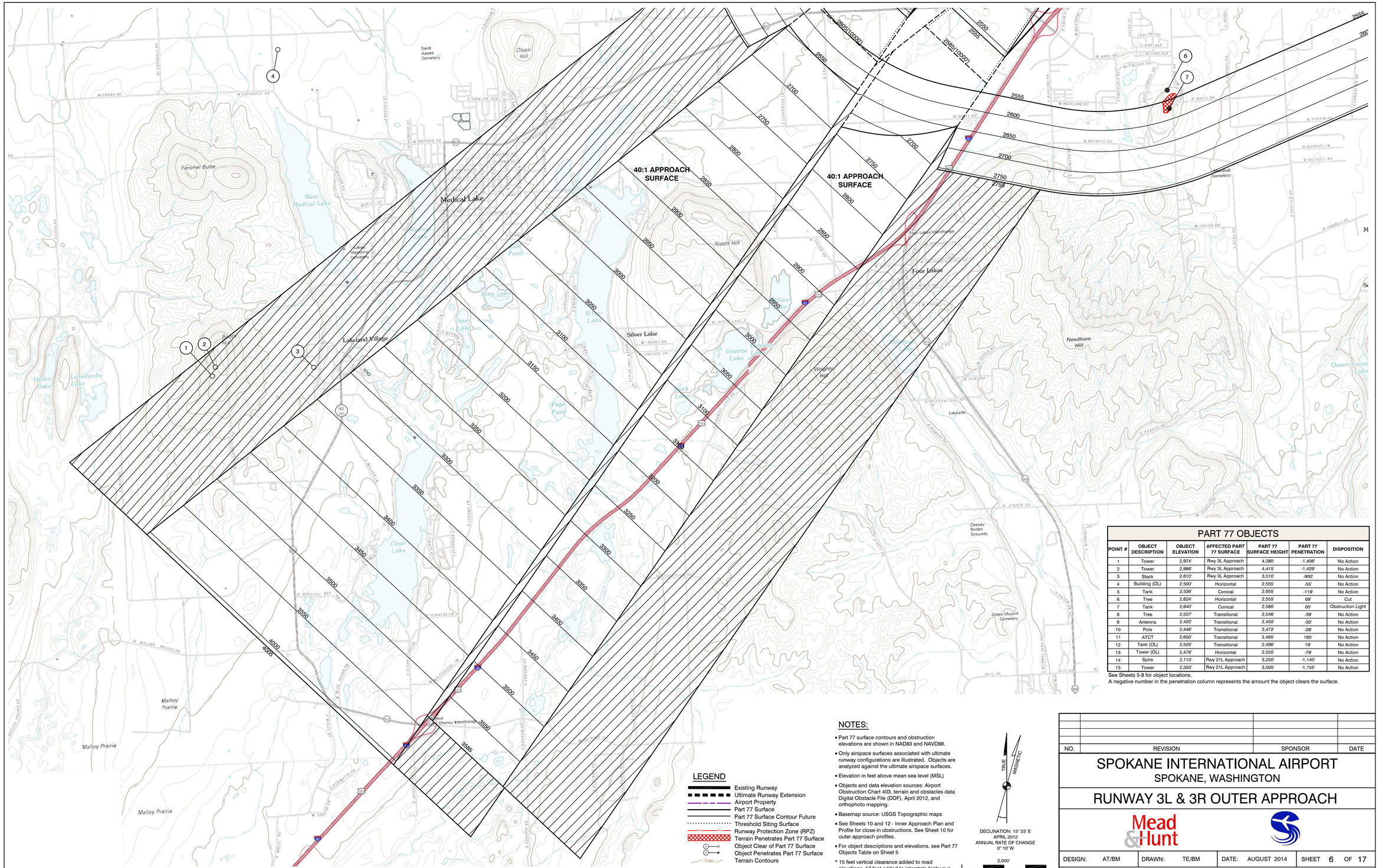

PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,510'	-900'	No Action
4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,536'	Conical	2,655'	-119'	No Action
6	Tree	2,624'	Horizontal	2,555'	69'	Cut
7	Tank	2,640'	Conical	2,580'	60'	Obstruction Light
8	Tree	2,507'	Transitional	2,546'	-39'	No Action
9	Antenna	2,420'	Transitional	2,450'	-30'	No Action
10	Pole	2,446'	Transitional	2,472'	-26'	No Action
11	ATCT	2,650'	Transitional	2,465'	185'	No Action
12	Tank (OL)	2,505'	Transitional	2,486'	19'	No Action
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See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

LEGEND

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- Ultimate Runway Extension
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- Part 77 Surface
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- See Sheets 10 and 12 - Inner Approach Plan and Profile for close-in obstructions. See Sheet 10 for outer approach profiles.
- For object descriptions and elevations, see Part 77 Objects Table on Sheet 5

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MAGNETIC

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APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

2,000'
0 FEET 4,000'

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 3L & 3R OUTER APPROACH

Mead & Hunt

DESIGN:	AT/BM	DRAWN:	TE/BM	DATE:	AUGUST 2014	SHEET	6	OF	17

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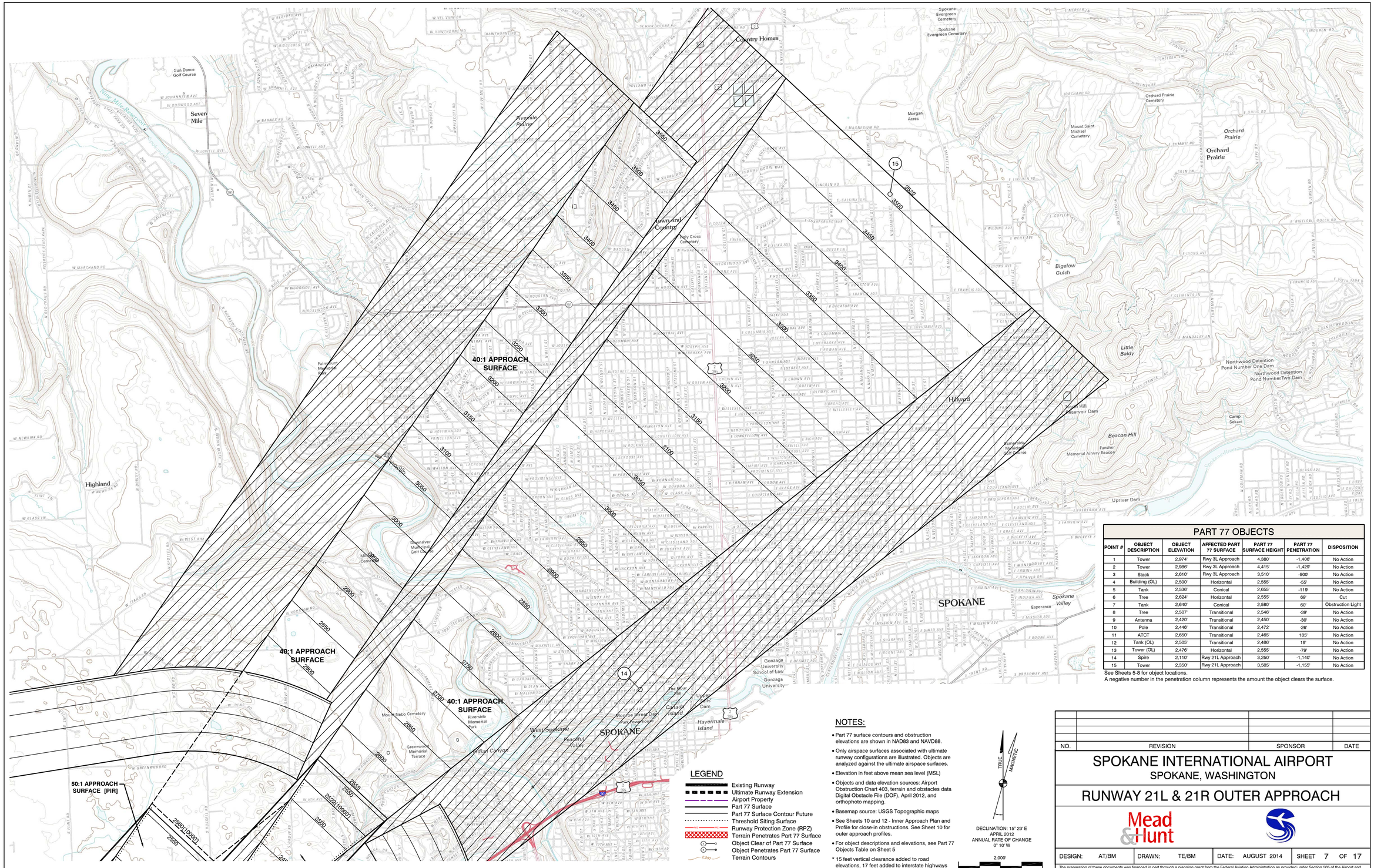

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2,000'
0 FEET 4,000'

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

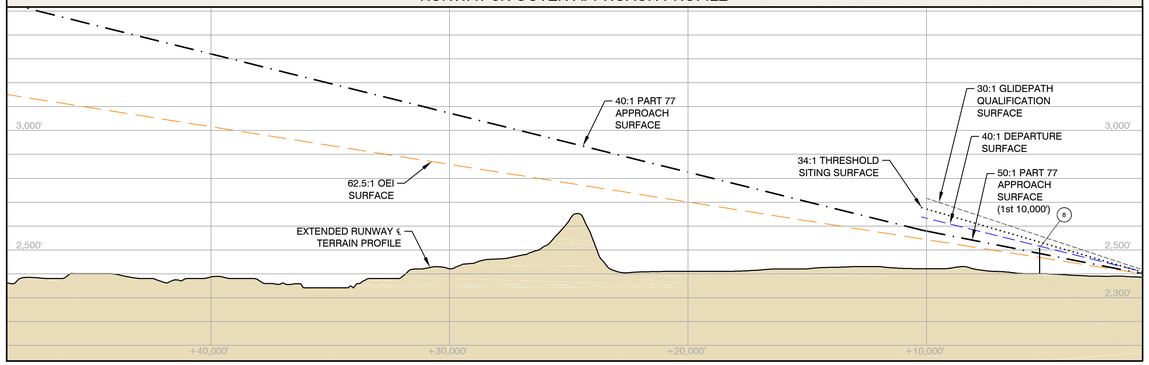
RUNWAY 21L & 21R OUTER APPROACH

Mead & Hunt

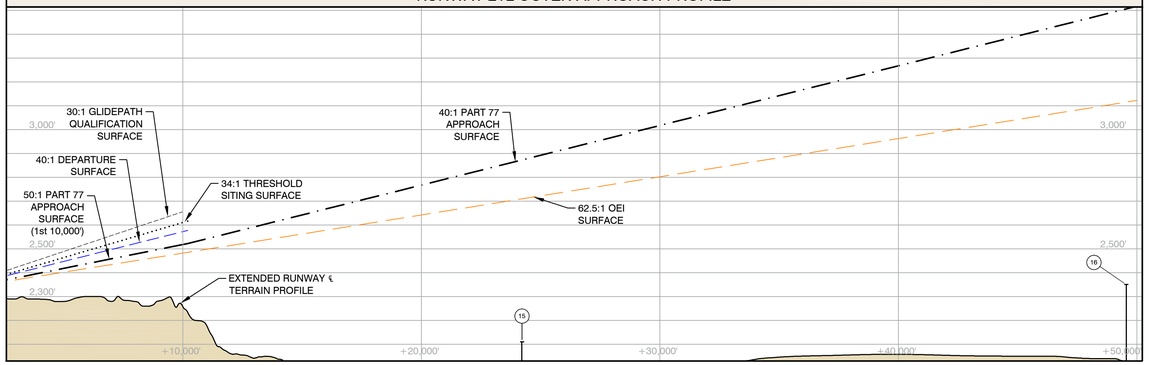
DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 7 OF 17

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

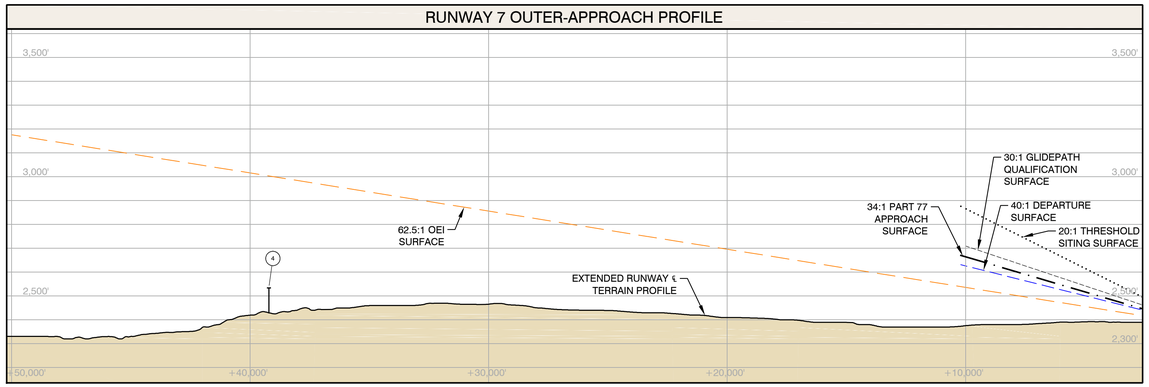
RUNWAY 3R OUTER-APPROACH PROFILE



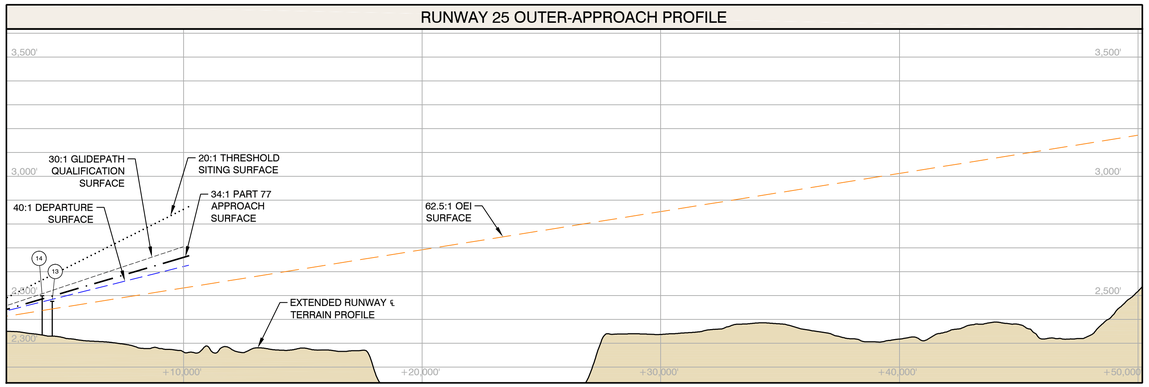
RUNWAY 21L OUTER-APPROACH PROFILE



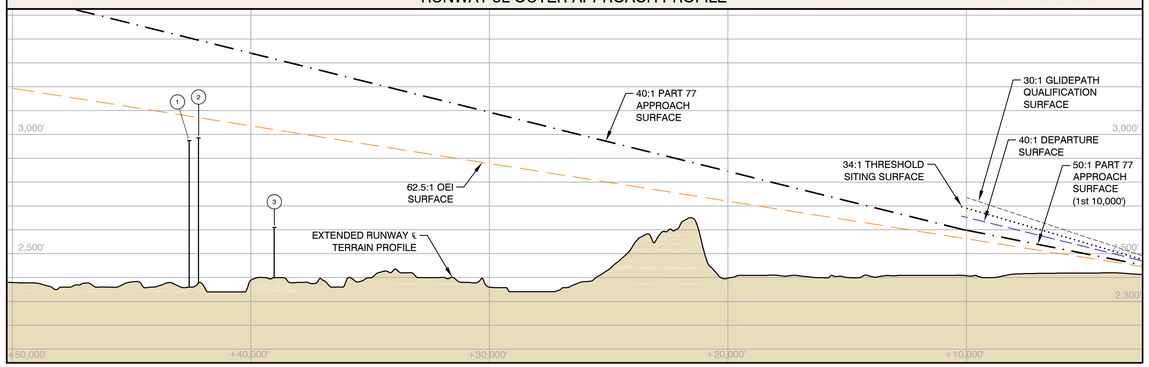
RUNWAY 7 OUTER-APPROACH PROFILE



RUNWAY 25 OUTER-APPROACH PROFILE



RUNWAY 3L OUTER-APPROACH PROFILE



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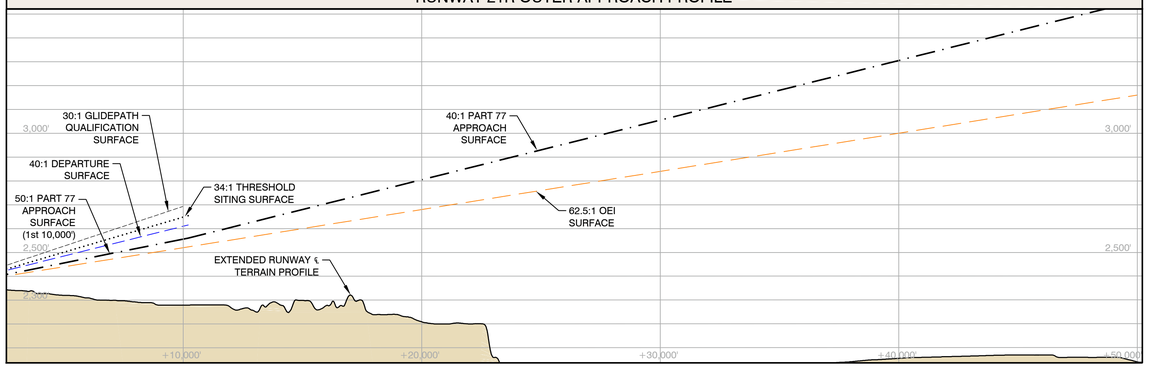

LEGEND

- Airport Property
- Part 77 Approach Surface
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- See Sheets 9-11 for Inner Approach Plan and Profiles detailing close-in objects and obstructions
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevation in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

HORIZONTAL SCALE
3,000'
0 FEET 6,000'
Vertical scale exaggeration of 10 (1"=300')

PART 77 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	AFFECTED PART 77 SURFACE	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	DISPOSITION
1	Tower	2,974'	Rwy 3L Approach	4,380'	-1,406'	No Action
2	Tower	2,986'	Rwy 3L Approach	4,415'	-1,429'	No Action
3	Stack	2,610'	Rwy 3L Approach	3,510'	-900'	No Action
4	Building (OL)	2,500'	Horizontal	2,555'	-55'	No Action
5	Tank	2,536'	Conical	2,655'	-119'	No Action
6	Tree	2,624'	Horizontal	2,555'	69'	Cut
7	Tank	2,640'	Conical	2,580'	60'	Obstruction Light
8	Tree	2,507'	Transitional	2,546'	-39'	No Action
9	Antenna	2,420'	Transitional	2,450'	-30'	No Action
10	Pole	2,446'	Transitional	2,472'	-26'	No Action
11	ATCT	2,650'	Transitional	2,465'	185'	No Action
12	Tank (OL)	2,505'	Transitional	2,486'	19'	No Action
13	Tower (OL)	2,476'	Horizontal	2,555'	-79'	No Action
14	Spire	2,110'	Rwy 21L Approach	3,250'	-1,140'	No Action
15	Tower	2,350'	Rwy 21L Approach	3,505'	-1,155'	No Action

See Sheets 5-8 for object locations.
A negative number in the penetration column represents the amount the object clears the surface.

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

OUTER APPROACH PROFILES

Mead & Hunt

DESIGN:	AT/BM	DRAWN:	TE/BM	DATE:	AUGUST 2014	SHEET	8	OF	17

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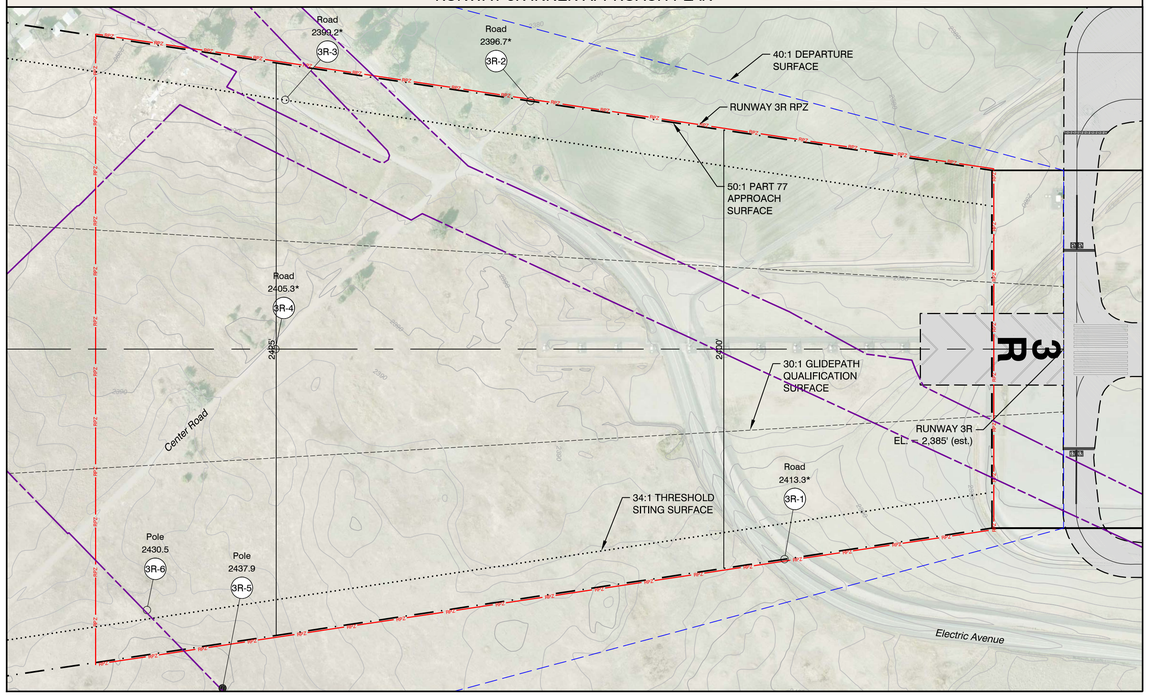
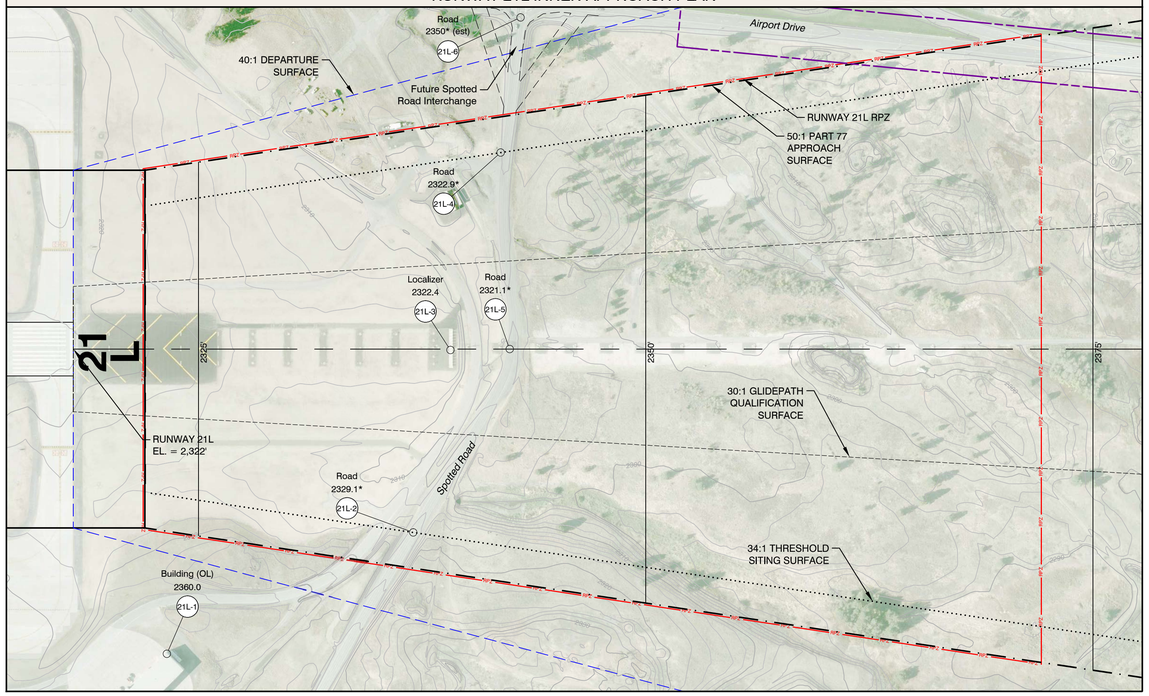
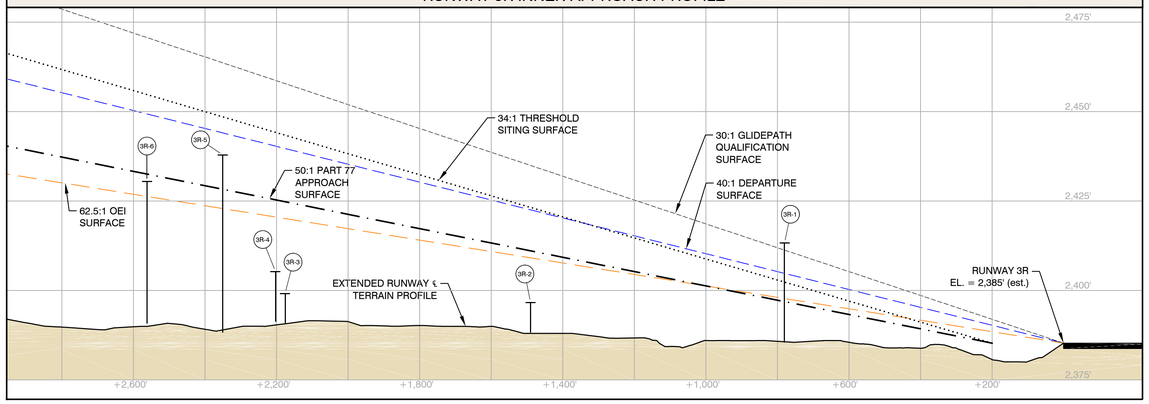
RUNWAY 3R INNER-APPROACH PLAN



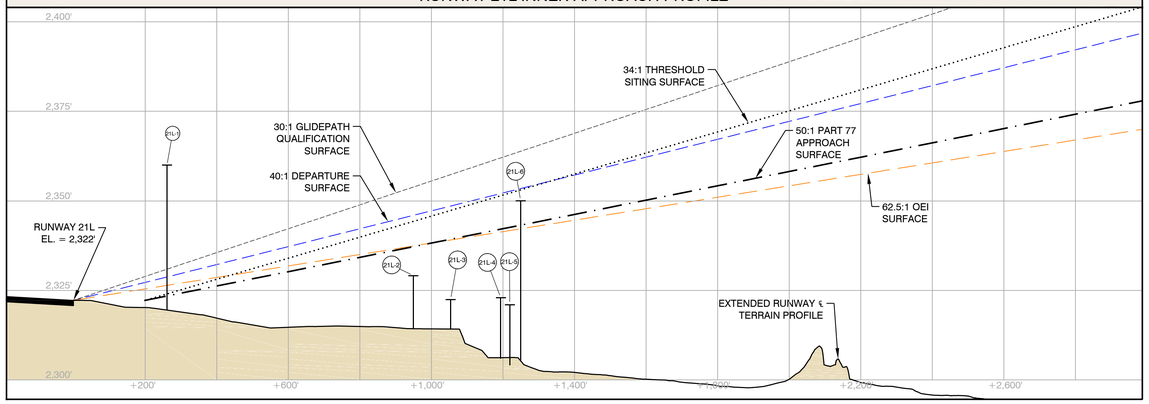
RUNWAY 21L INNER-APPROACH PLAN



RUNWAY 3R INNER-APPROACH PROFILE



RUNWAY 21L INNER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- Part 77 Approach Surface Contour (2500')
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface
- Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevations in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

\# No penetrations to current runway airspace surfaces. Objects analyzed against ultimate airspace surfaces. Extension of 1,000 feet to south not expected to occur within 20 years and any penetrating objects will be alleviated then.

HORIZONTAL SCALE
200'
0 FEET 400'
Vertical scale exaggeration of 10 (1"=20')

RUNWAY 3R OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
3R-1	Road*	2,413.3'	2,396.6'	16.7'	2,402.1'	11.2'	2,404.5'	8.8'	Realign Road
3R-2	Road*	2,396.7'	2,410.8'	-14.1'	2,422.9'	-26.2'	2,422.2'	-25.5'	No Action
3R-3	Road*	2,399.2'	2,424.5'	-25.3'	2,443.1'	-43.9'	2,439.4'	-40.2'	No Action
3R-4	Road*	2,405.3'	2,425.1'	-19.8'	2,443.9'	-38.6'	2,440.1'	-34.8'	No Action
3R-5	Pole	2,437.9'	2,428.0'	9.9'	2,448.2'	-10.3'	2,443.8'	-5.9'	Obstruction Light
3R-6	Pole	2,430.5'	2,432.2'	-1.7'	2,454.5'	-24.0'	2,449.0'	-18.5'	No Action

RUNWAY 21L OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
21L-1	Building (OL)	2,360.0'	2,371.0'	-11.0'	N/A	N/A	N/A	N/A	No Action
21L-2	Road*	2,329.1'	2,337.0'	-7.9'	2,344.1'	-15.0'	2,345.8'	-16.7'	No Action
21L-3	Localizer	2,322.4'	2,339.1'	-16.7'	2,347.1'	-24.7'	2,348.3'	-25.9'	No Action
21L-4	Road*	2,322.9'	2,341.9'	-19.0'	2,351.2'	-28.3'	2,351.9'	-29.0'	No Action
21L-5	Road*	2,321.1'	2,342.4'	-21.3'	2,352.0'	-30.9'	2,352.5'	-31.4'	No Action
21L-6	Road*	2,350.0'	2,382.0'	-32.0'	N/A	N/A	N/A	N/A	No Action

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 3R-21L INNER APPROACH

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 9 OF 17

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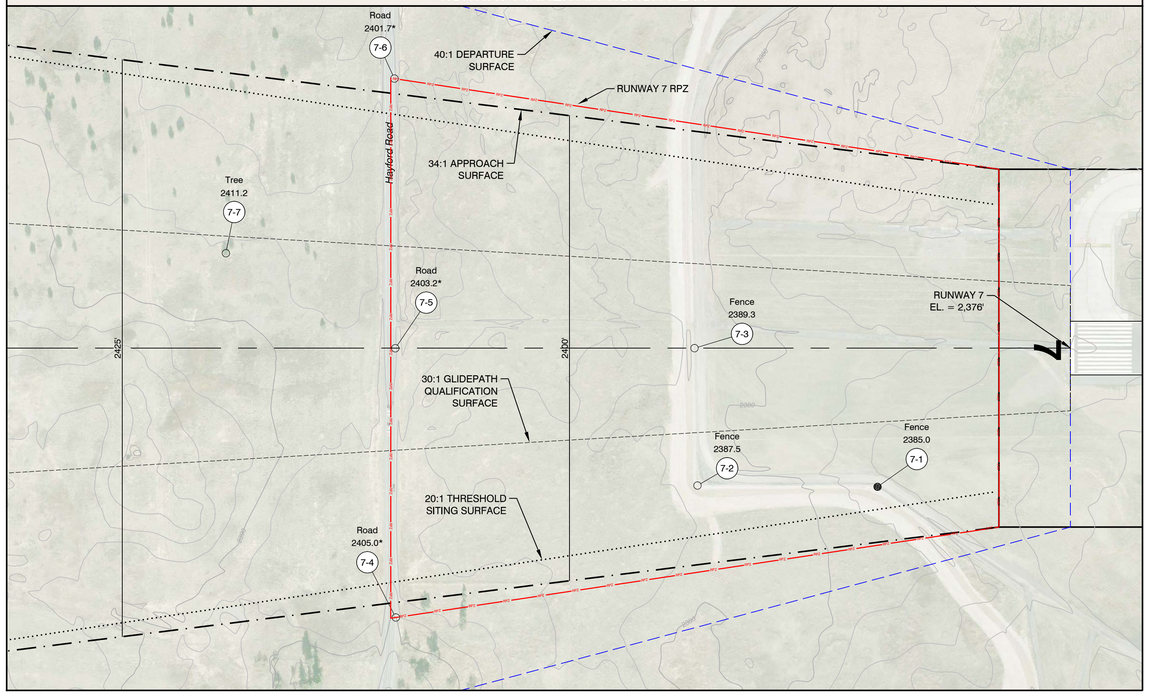
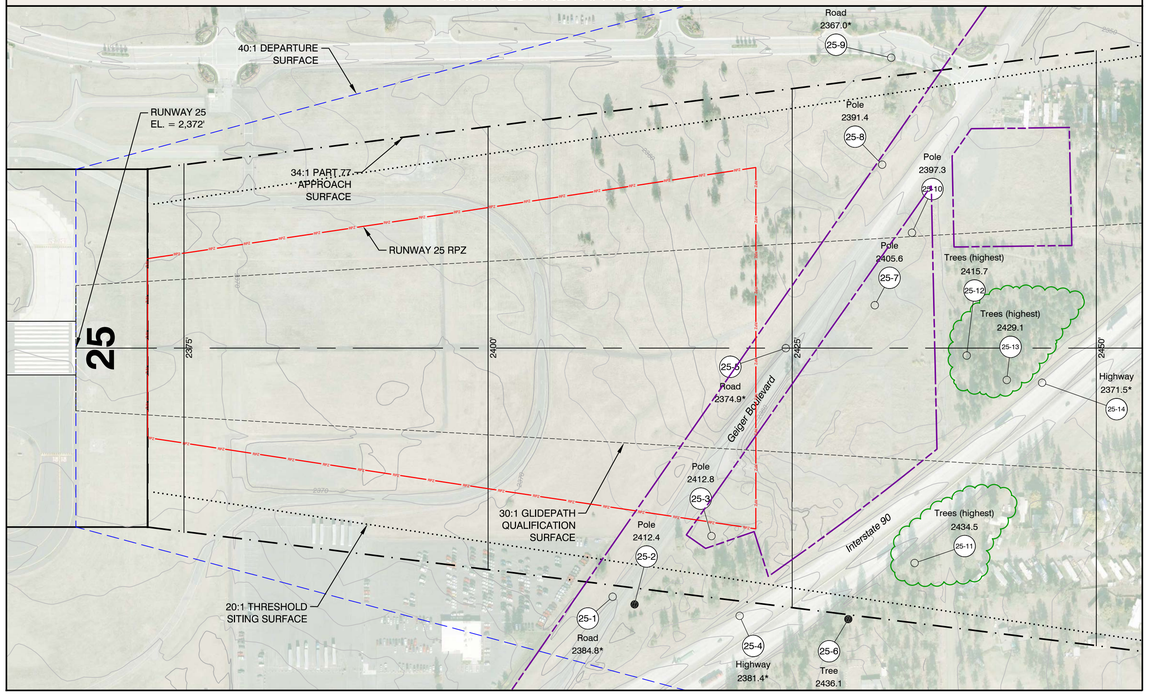
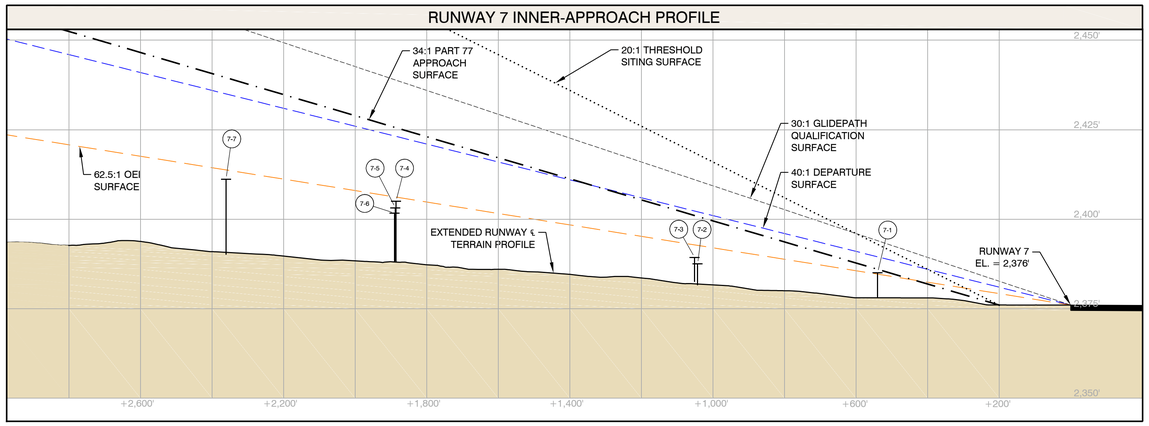
RUNWAY 7 INNER-APPROACH PLAN



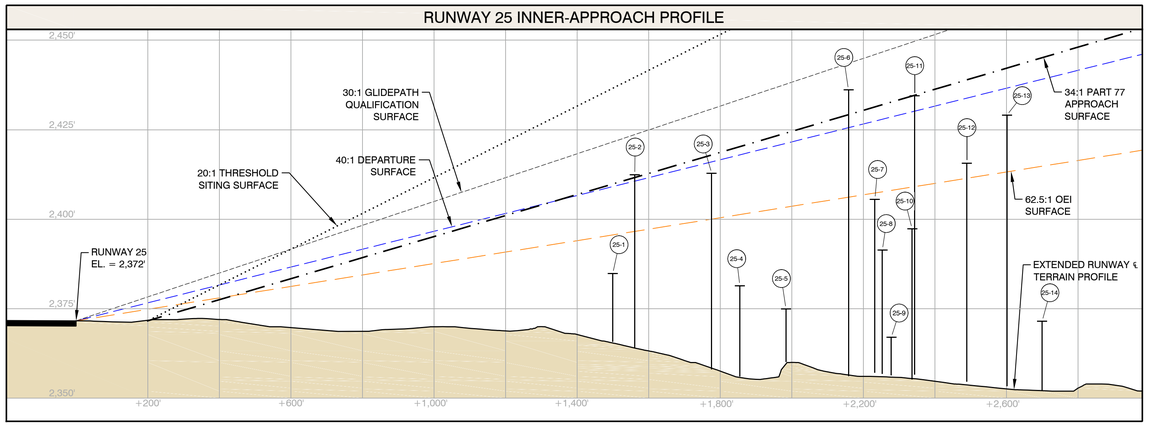
RUNWAY 25 INNER-APPROACH PLAN



RUNWAY 7 INNER-APPROACH PROFILE

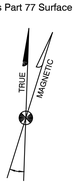


RUNWAY 25 INNER-APPROACH PROFILE



LEGEND

- Airport Property
- Part 77 Approach Surface
- 2500' Part 77 Approach Surface Contour
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface
- RPZ Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface



DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE 0° 10' W

NOTES:

- Part 77 surface contours and obstruction elevations are shown in NAD83 and NAVD88.
- Only airspace surfaces associated with ultimate runway configurations are illustrated. Objects are analyzed against the ultimate airspace surfaces.
- Elevations in feet above mean sea level (MSL)
- Objects and data elevation sources: Airport Obstruction Chart 403, terrain and obstacles data Digital Obstacle File (DOF) April 2012, and orthophoto mapping
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.

HORIZONTAL SCALE
200'
0 FEET 400'
Vertical scale exaggeration of 10 (1"=20')

RUNWAY 7 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
7-1	Fence	2,385.0'	2,382.8'	2.2'	2,386.0'	-1.0'	2,389.5'	-4.5'	No Action
7-2	Fence	2,387.5'	2,392.9'	-5.4'	2,400.8'	-13.3'	2,402.1'	-14.6'	No Action
7-3	Fence	2,389.3'	2,393.0'	-3.7'	2,401.0'	-11.7'	2,402.3'	-13.0'	No Action
7-4	Road*	2,405.0'	2,409.7'	-4.7'	2,425.6'	-20.6'	2,423.1'	-18.1'	No Action
7-5	Road*	2,403.2'	2,409.7'	-6.5'	2,425.6'	-22.4'	2,423.2'	-20.0'	No Action
7-6	Road*	2,401.7'	2,409.8'	-8.1'	2,425.7'	-24.0'	2,423.2'	-21.5'	No Action
7-7	Tree	2,411.2'	2,419.2'	-8.0'	2,439.6'	-28.4'	2,435.0'	-23.8'	No Action

RUNWAY 25 OBJECTS

POINT #	OBJECT DESCRIPTION	OBJECT ELEVATION	PART 77 SURFACE HEIGHT	PART 77 PENETRATION	TSS SURFACE HEIGHT	TSS PENETRATION	40:1 DEPARTURE SURFACE HEIGHT	40:1 DEPARTURE SURFACE PENETRATION	DISPOSITION
25-1	Road*	2,384.8'	2,410.2'	-25.4'	N/A	N/A	2,409.5'	-24.7'	No Action
25-2	Pole	2,412.4'	2,412.1'	0.3'	N/A	N/A	2,411.1'	1.3'	Obstruction Light
25-3	Pole	2,412.8'	2,418.4'	-5.6'	2,450.8'	-38.0'	2,416.4'	-3.6'	No Action
25-4	Highway*	2,381.4'	2,420.7'	-39.3'	N/A	N/A	2,418.4'	-37.0'	No Action
25-5	Road*	2,374.9'	2,424.5'	-49.6'	2,461.2'	-86.3'	2,421.6'	-46.7'	No Action
25-6	Tree	2,436.1'	2,429.6'	6.5'	N/A	N/A	2,426.0'	10.1'	No Action
25-7	Pole	2,405.6'	2,431.8'	-26.2'	2,473.6'	-68.0'	2,427.8'	-22.2'	No Action
25-8	Pole	2,391.4'	2,432.4'	-41.0'	2,474.7'	-83.3'	2,428.3'	-36.9'	No Action
25-9	Road*	2,367.0'	2,433.1'	-66.1'	N/A	N/A	2,429.0'	-62.0'	No Action
25-10	Pole	2,397.3'	2,434.8'	-37.5'	2,478.8'	-81.5'	2,430.4'	-33.1'	No Action
25-11	Trees	2,434.5'	2,435.1'	-0.6'	2,479.2'	-44.7'	2,430.6'	3.9'	No Action
25-12	Trees	2,415.7'	2,439.3'	-23.6'	2,486.5'	-70.8'	2,434.2'	-18.5'	No Action
25-13	Trees	2,429.1'	2,442.6'	-13.5'	2,492.1'	-63.0'	2,437.0'	-7.9'	No Action
25-14	Highway*	2,371.5'	2,445.5'	-74.0'	2,497.0'	-125.5'	2,439.5'	-68.0'	No Action

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 7-25 INNER APPROACH

Mead & Hunt

DESIGN:	AT/BM	DRAWN:	TE/BM	DATE:	AUGUST 2014	SHEET	10	OF	17

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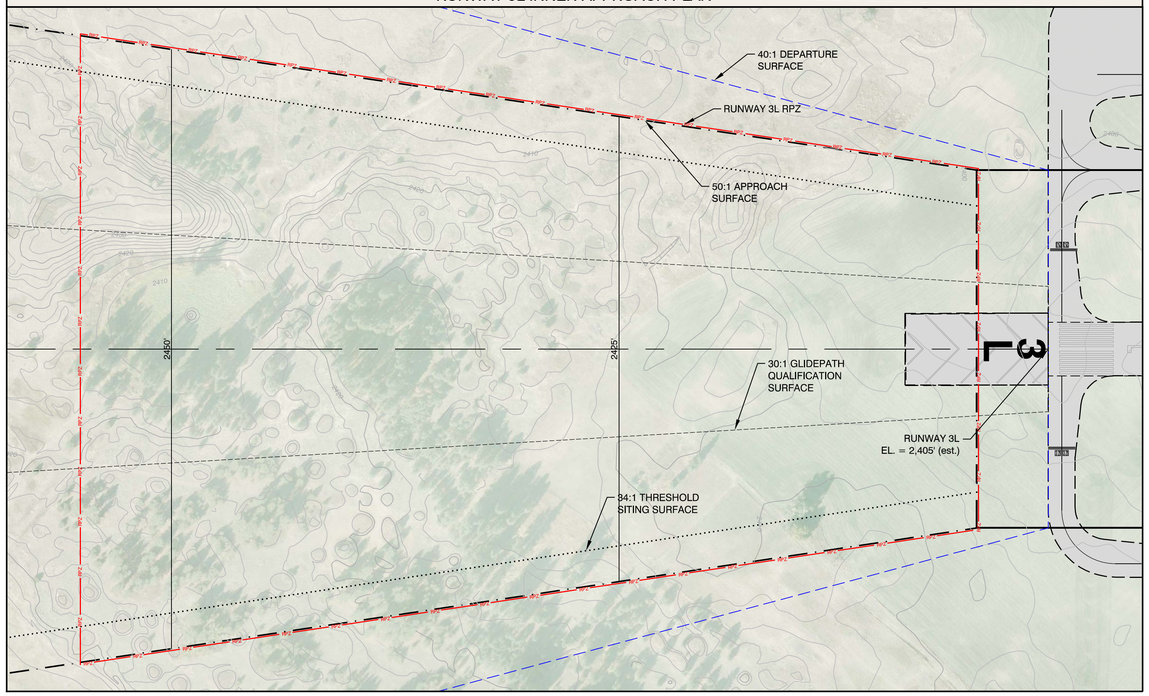
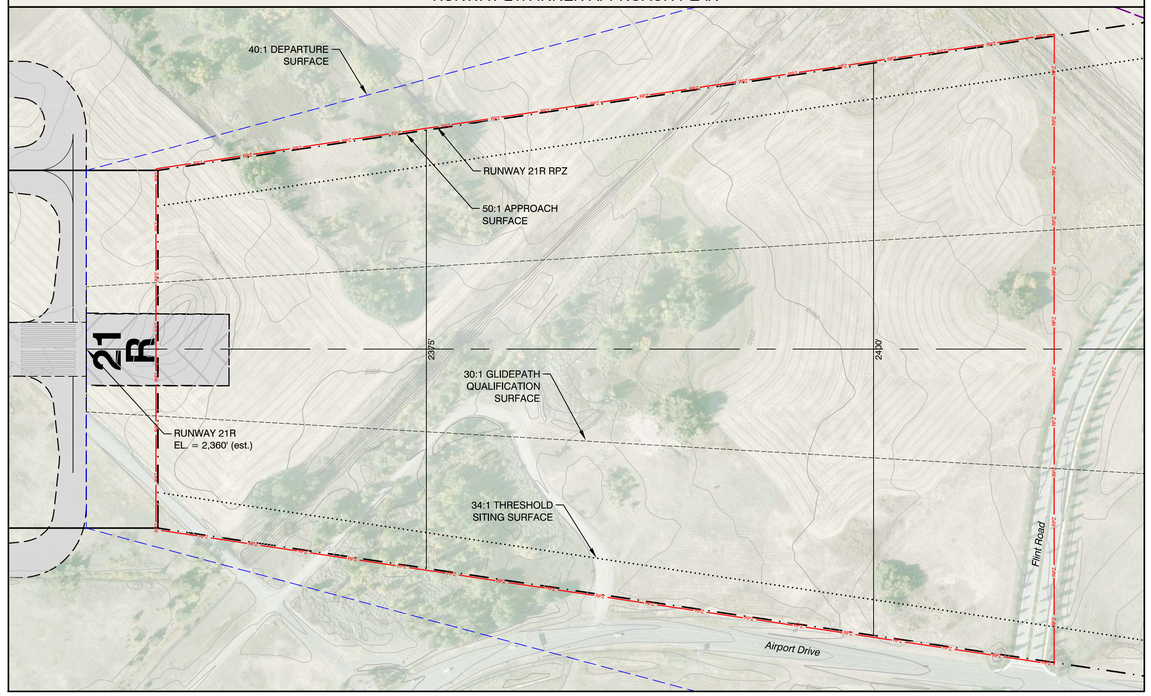
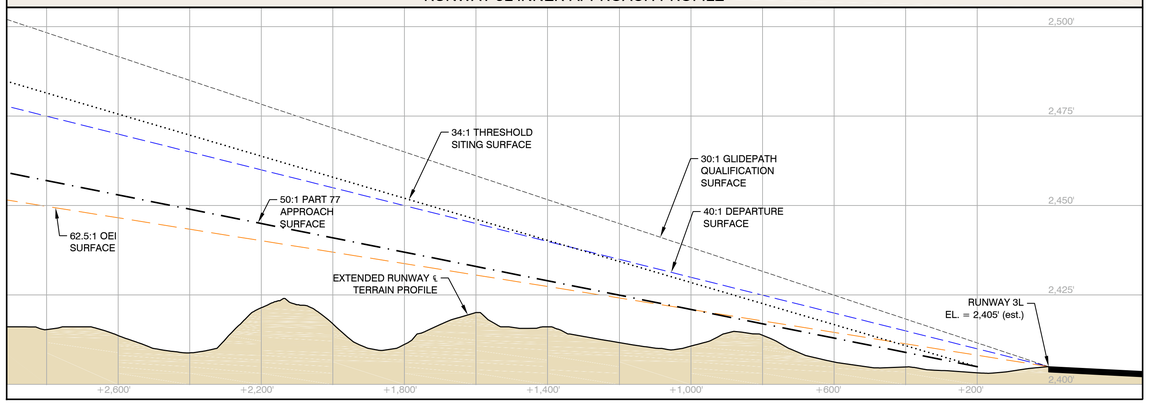
RUNWAY 3L INNER-APPROACH PLAN



RUNWAY 21R INNER-APPROACH PLAN



RUNWAY 3L INNER-APPROACH PROFILE



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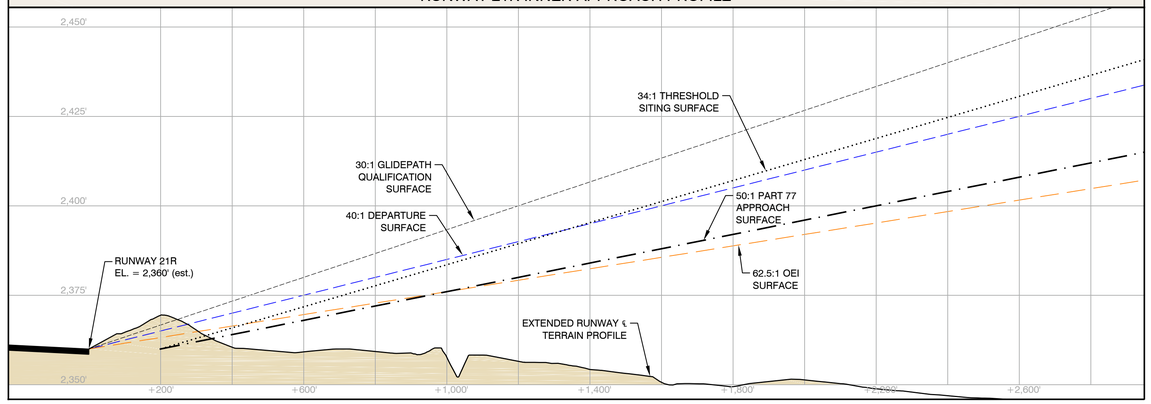

LEGEND

- Airport Property
- Part 77 Approach Surface
- 2500' Part 77 Approach Surface Contour
- Threshold Siting Surface
- Glidepath Qualification Surface
- Departure Surface
- One Engine Inoperable Surface
- RPZ Runway Protection Zone (RPZ)
- Object Clear of Part 77 Surface
- Object Penetrates Part 77 Surface

NOTES:

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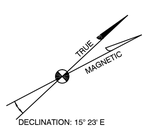
- Basemap source: Airport orthophoto, 3Di West, October 2011

* 15 feet vertical clearance added to road elevations, 17 feet added to interstate highways and 23 feet added to rail roads.



Vertical scale exaggeration of 10 (1"=20')

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

RUNWAY 3L-21R INNER APPROACH

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 11 OF 17

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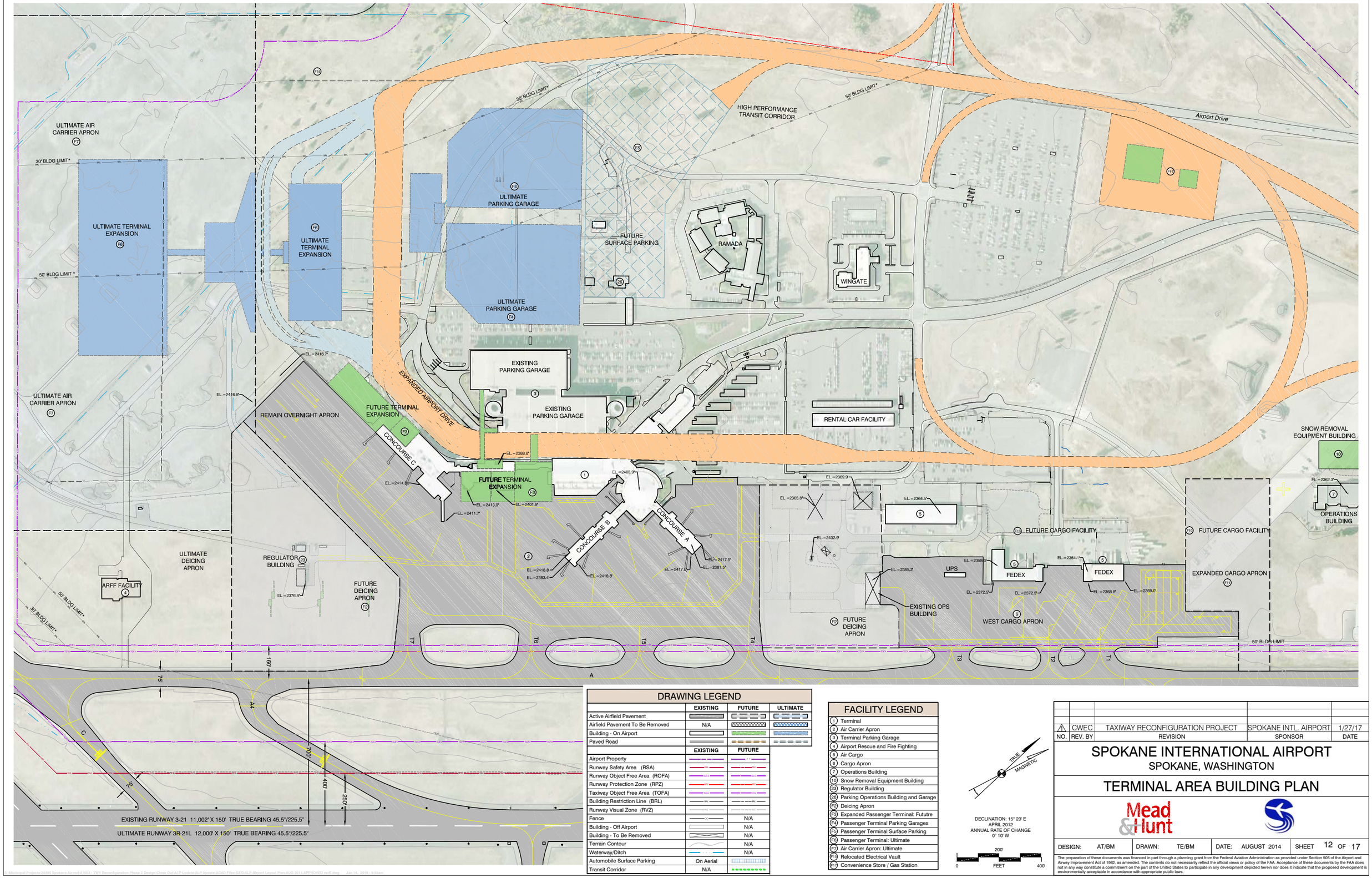

DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Runway Safety Area (RSA)		
Runway Object Free Area (ROFA)		
Runway Protection Zone (RPZ)		
Taxiway Object Free Area (TOFA)		
Building Restriction Line (BRL)		
Runway Visual Zone (RVZ)		
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour		N/A
Waterway/Ditch		N/A
Automobile Surface Parking	On Aerial	
Transit Corridor	N/A	

FACILITY LEGEND

1	Terminal
2	Air Carrier Apron
3	Terminal Parking Garage
4	Airport Rescue and Fire Fighting
5	Air Cargo
6	Cargo Apron
7	Operations Building
10	Snow Removal Equipment Building
23	Regulator Building
26	Parking Operations Building and Garage
F2	Deicing Apron
F3	Expanded Passenger Terminal: Fututre
F4	Passenger Terminal Parking Garages
F5	Passenger Terminal Surface Parking
F6	Passenger Terminal: Ultimate
F7	Air Carrier Apron: Ultimate
F9	Relocated Electrical Vault
F11	Convenience Store / Gas Station

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

TERMINAL AREA BUILDING PLAN

Mead & Hunt

DESIGN:	DRAWN:	DATE:	SHEET
AT/BM	TE/BM	AUGUST 2014	12 OF 17

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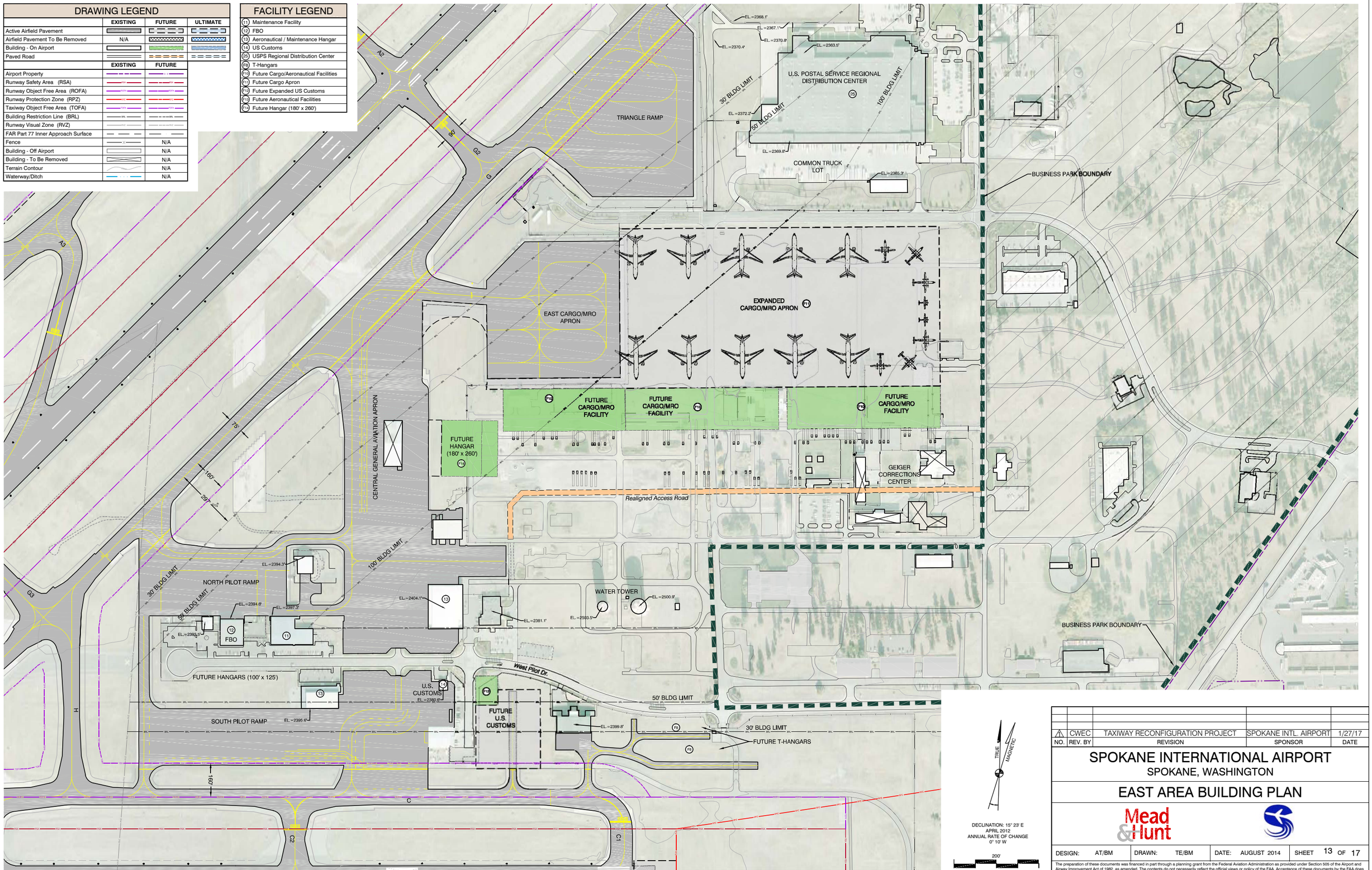
DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Runway Safety Area (RSA)		
Runway Object Free Area (ROFA)		
Runway Protection Zone (RPZ)		
Taxiway Object Free Area (TOFA)		
Building Restriction Line (BRL)		
Runway Visual Zone (RVZ)		
FAR Part 77 Inner Approach Surface		
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour		N/A
Waterway/Ditch		N/A

FACILITY LEGEND

11	Maintenance Facility
12	FBO
13	Aeronautical / Maintenance Hangar
14	US Customs
25	USPS Regional Distribution Center
F9	T-Hangars
F10	Future Cargo/Aeronautical Facilities
F11	Future Cargo Apron
F12	Future Expanded US Customs
F13	Future Aeronautical Facilities
F14	Future Hangar (180' x 260')



TRUE / MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

0 200' 400' FEET

NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EAST AREA BUILDING PLAN

Mead & Hunt

DESIGN:	DRAWN:	DATE:	SHEET
AT/BM	TE/BM	AUGUST 2014	13 OF 17

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DRAWING LEGEND

	EXISTING	FUTURE	ULTIMATE
Active Airfield Pavement			
Airfield Pavement To Be Removed	N/A		
Building - On Airport			
Paved Road			

	EXISTING	FUTURE
Airport Property		
Runway Safety Area (RSA)		
Runway Object Free Area (ROFA)		
Runway Protection Zone (RPZ)		
Taxiway Object Free Area (TOFA)		
Building Restriction Line (BRL)		
Runway Visual Zone (RVZ)		
FAR Part 77 Inner Approach Surface		
Precision Approach Path Indicator (PAPI)		
Visual Approach Slope Indicator (VASI)		
Wind Cone		
Rotating Beacon		N/A
Fence		N/A
Building - Off Airport		N/A
Building - To Be Removed		N/A
Terrain Contour		N/A
Waterway/Ditch		N/A
Future Aeronautical Facilities	N/A	

FACILITY LEGEND

16	South Maintenance Apron
17	Aeronautical / Maintenance Hangar
18	Aeronautical / Maintenance Hangar
18A	Aeronautical / Maintenance Hangar
19	Army National Guard
20	Air Traffic Control Tower
F13	Future Aeronautical Facilities

RUNWAY 7-25 8,199' X 150' TRUE BEARING 90.5°/270.5°

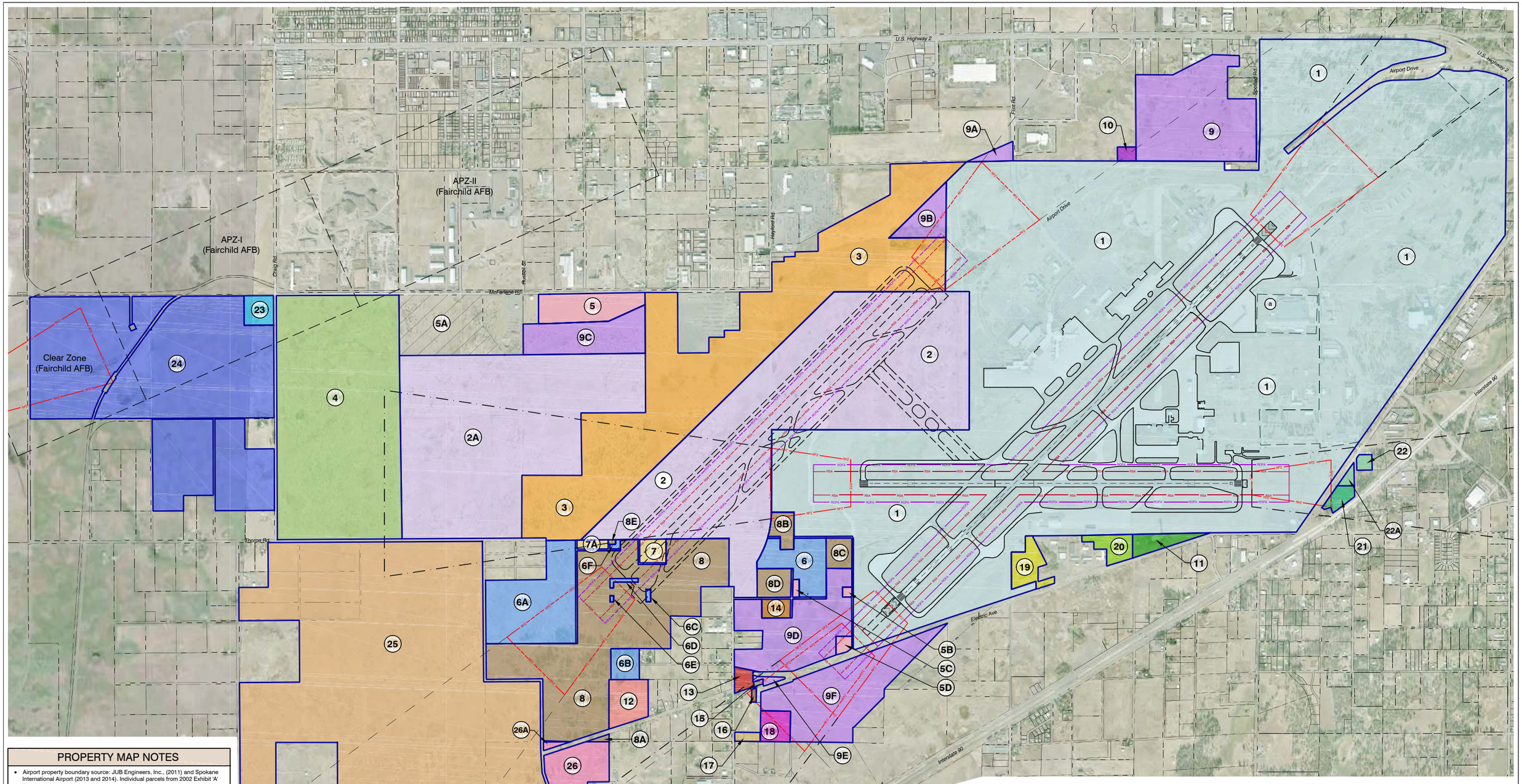
EXISTING RUNWAY 9-21 11,002' X 150' TRUE BEARING 45.5°/225.5°

ULTIMATE RUNWAY 3R-21L 12,000' X 150' TRUE BEARING 45.5°/225.5°

AEROSPACE OBSTACLE FREE ZONE

AEROSPACE OBSTACLE FREE ZONE (ULTIMATE)

AEROSPACE OBSTACLE FREE ZONE (ULTIMATE)



PROPERTY MAP NOTES

- Airport property boundary source: JUB Engineers, Inc., (2011) and Spokane International Airport (2013 and 2014). Individual parcels from 2002 Exhibit 'A' Property Map. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description.
- Total existing Airport property = ±6,140 acres. Total from individual parcels may not equal this due to rounding .

(a) Currently non-aviation use. May be changed to aviation use.

DRAWING LEGEND

	EXISTING	ULTIMATE
AIRPORT PARCEL		N/A
RELEASED AIRPORT PROPERTY		N/A
BUSINESS PARK BOUNDARY		N/A
ACTIVE AIRFIELD PAVEMENT		
RUNWAY SAFETY AREA (RSA)	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ
APPROACH SURFACE		
EXTERNAL PARCEL BOUNDARY		N/A

TRUE
MAGNETIC

DECLINATION: 15° 23' E
APRIL 2012
ANNUAL RATE OF CHANGE
0° 10' W

1,000'
0 FEET 2,000'

SUBMITTED BY:
Spokane Airport Board

By _____
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

NO.	REV. BY	REVISION	SPONSOR	DATE
1	CWEC	TAXIWAY RECONFIGURATION PROJECT	SPOKANE INTL. AIRPORT	1/27/17

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EXHIBIT 'A' PROPERTY MAP

Mead & Hunt

DESIGN:	DRAWN:	DATE:	SHEET
AT/BM	TE/BM	AUGUST 2014	15 OF 17

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G:\Municipal Projects\30395 Spokane Airport\01003 - TWY Reconfiguration Phase 2 Design\Close Out\ALP Update\ALP Update\ACAD Files\GEG-ALP-Exhibit A-AUG 2014.APPROVED.dwg Feb 28, 2017 - 1:02pm

AIRPORT PROPERTY DATA

PARCEL IDENTIFICATION		ASSESSOR PARCEL NUMBER	ACRES	DATE ACQUIRED	PROPERTY GRANTOR	TYPE OF INTEREST ACQUIRED (FEE SIMPLE, LEASE, EASEMENT)	SOURCE OF FUNDS (FAA GRANT OR PFC PROJECT # / YEAR)	TYPE OF EASEMENT (CLEAR, AVIGATION, UTILITY, ETC.)
	1	25285.9011, 25335.9056, 25295.9050, 5320.9004, 25335.9009,25333.0201, 25333.0205, 25333.0229, 25333.0227, 25333.0208, 25333.6001, 25333.0223, 24066.9046, 25305.9047	2,444.33	No Data	U.S. Government	Fee Simple	Surplus Property	None
	2	25310.9021, 15365.9025, 24066.9046	472.69	2/3/1976	GSA	Fee Simple	AIP Grant-01 (Partial)*	None
				6/15/1967	Klaus		AIP Grant-01	
	2A	15365.9025, 15355.9007, 25310.9021	350.48	4/17/1973	Kramer	Fee Simple	AIP Grant-01	None
				1/7/1983	Stark			
	3	25305.9047, 15365.9025	392.45	6/30/1975	Stark	Fee Simple	AIP Grant-01 (Partial) ^	None
				4/28/1980	Welk		AIP Grant-01*	
				2/28/1979	Welk		AIP Grant-01*	
				10/16/1975	Welk		AIP Grant-01*	
				2/25/1981	Null		AIP Grant-01*	
				1/7/1983	Null		AIP Grant-01*	
				2/25/1981	Null		AIP Grant-01*	
				1/7/1983	Null		AIP Grant-01*	
				2/27/1979	Ludington		AIP Grant-01*	
				1/7/1983	Kremsreiter		ADAP Grant-13 (Partial)*	
	4	15355.9007	317.73	4/17/1973	Kramer	Fee Simple	AIP Grant-01 (Partial) ^	None
	5	15362.0025, 15362.0026, 15362.0027, 15362.0028	29.28	April 2002	Mallott/Conklin/Rothrock	Fee Simple	General Funds	None
	5B	24066.9046	0.72	6/12/1962	Widner	Fee Simple	General Funds	None
	5C	24066.9046	0.86	9/27/1977	Sorenson	Fee Simple	General Funds	None
	5D	24066.9046	2.46	5/5/1976	Haskell	Fee Simple	General Funds	None
	6	24066.9046	27.1	7/7/1988	Mayfield	Fee Simple	AIP Grant-07	None
				6/9/1988	Wilson			
				7/7/1988	Hunt			
	6A	24066.9046	62.45	No data	Acme Partnership	Fee Simple	AIP Grant-07	None
				9/22/1988	L. McCoy			
				No data	Airway Investors			
	6B	14015.0001	9.44	6/3/1988	Wimmer	Fee Simple	AIP Grant-07	None
	6C	14015.0001	0.54	No Data	Horne	Fee Simple	AIP Grant-07	None
	6D	14015.0001	2.01	10/13/1988	Toarmina/Thayer	Fee Simple	AIP Grant-07	None
				No Data	Tombari			
				7/7/1988	Anglin			
	6E	14015.0001	0.27	No Data	Hartnell	Fee Simple	AIP Grant-07	None
	6F	14015.0001	0.94	No data	Hulka	Fee Simple	AIP Grant-07	None
	7	14015.0001	7.5	9/18/1987	Higuera	Fee Simple	AIP Grant-05	None
	7A	14015.0001	3.5	8/7/1987	Massong	Fee Simple	AIP Grant-05	None
	8/8A	14015.0001	218.02	8/18/1988	Knoshaug	Fee Simple	AIP Grant-06	None
				7/9/1987	Reynolds			
				9/22/1988	Erfurth, S.			
				2/29/1988	Erfurth, H.			
				6/1/1988	Riddle			
				3/20/1988	McCoy, F.E.			
				3/14/1988	McCoy, E.			
				2/9/1988	McCoy, J.L.			
				No data	Guilio			
				No data	Keating			
				3/15/1988	Jennings			
				3/31/1988	Freyburg			
				5/31/1988	Enzler			
				No data	Messenger			
				No data	Jorgens			
				9/11/1988	Weaver			
				7/2/1987	Kyllo			
				9/24/1987	Jones			
				8/25/1987	Rogers			
				4/12/1988	Graham			
				No data	Virgin			
				3/15/1988	Crisp, Donald			
				3/28/1988	Pullins			
				4/28/1988	Deaton			
				7/31/1987	Mayham			
				3/28/1988	Hermann			
				12/16/1988	Crisp, Daniel		AIP Grant-07	
				4/2/1988	Thompson		AIP Grant-06	
				2/24/1988	Ewing			
				9/18/1987	Denman			
				No data	Kemp			
				3/28/1988	Bergmann/Phipps			
	8B	25310.9021, 24066.9046	5.37	8/20/1987	Haase	Fee Simple	AIP Grant-06	None
				10/20/1987	Snyder			
	8C	24066.9046	10	1/13/1988	Widner	Fee Simple	AIP Grant-06	None
	8D	24066.9046	9.7	12/2/1987	Tedrow	Fee Simple	AIP Grant-06	None
	8E	14015.0001	0.4	3/25/1987	Williams	Fee Simple	AIP Grant-06	None
	9	25295.9050	111.52	5/22/1979	Barret/Pierson/Butler	Fee Simple	ADAP Grant-07	None
				2/10/1978	C & S Industries			
	9A	25305.9047	4.8	7/31/1978	Lucas	Fee Simple	ADAP Grant-07	None
	9B	25305.9047	16.86	11/16/1979	Kremsreiter	Fee Simple	ADAP Grant-07 (Partial)*	None
	9C	15365.9025	44.46	2/23/1978	Dix	Fee Simple	ADAP Grant-07	None
	9D	24066.9046	73.74	3/7/1977	Steinmetz	Fee Simple	ADAP Grant-07	None
				4/6/1977	Samples			
				9/30/1977	Hayford Parsonage			
				1/5/1978	Hayford Church			
				6/30/1977	Niemeyer			
				9/1/1977	Wood			
				7/6/1977	Kuest			
				2/24/1977	Mayfield			
				8/1/1977	Nelson			
				8/2/1977	Lange			
				4/25/1977	Turnbough			
				5/31/1977	Willoughby			
				2/14/1977	Transue			
				2/23/1977	Widner			
	9E	24066.9046	1.2	3/24/1977	Lilly	Fee Simple	ADAP Grant-07	None
				6/24/1977	Turnbough			

AIRPORT PROPERTY DATA

PARCEL IDENTIFICATION		ASSESSOR PARCEL NUMBER	ACRES	DATE ACQUIRED	PROPERTY GRANTOR	TYPE OF INTEREST ACQUIRED (FEE SIMPLE, LEASE, EASEMENT)	SOURCE OF FUNDS (FAA GRANT OR PFC PROJECT # / YEAR)	TYPE OF EASEMENT (CLEAR, AVIGATION, UTILITY, ETC.)
	9F	24066.9046, 24062.0429	98.78	6/13/1977	Moore/Randolph	Fee Simple	ADAP Grant-07	None
				11/30/1978	Inland Power & Light			
				8/3/1977	Schirmer			
				4/25/1977	Sieler			
				12/28/1976	Dawe			
				11/3/1977	Burgett			
				6/20/1978	Gibbons			
				5/6/1977	Munro			
	10	25295.9050	2.8	No Data	Fee Simple	Fee Simple	PFC	None
	11	24051.9059	8.0	6/18/1993	Inland Power & Light	Fee Simple	AIP Grant-18	None
	12	14011.1430	17.9	9/28/2001	Turnbough	Fee Simple	General Funds	None
	13	24062.0206, 24062.0302, 24062.9010, 24062.9011, 24062.0303	4.3	Dec. 2003	Priest	Fee Simple	PFC 6-7	None
	14	24062.0142, 24062.0143, 24062.0144, 24062.0145	5.7	Aug 2001	Jordan	Fee Simple	PFC 6-7	None
	15	24062.9019	0.5	Dec 2003	Woodward	Fee Simple	PFC 6-7	None
	16	24062.0426	0.7	July 2003	Litchfield	Fee Simple	PFC 6-7	None
	17	24062.0425	2.4	2009	Widhalm	Fee Simple	PFC 6-7	None
	18	24062.0430	9.7	May 2001	Hamm	Fee Simple	PFC 6-7	None
	19	24052.9013, 24052.9015, 24052.9050	13.5	July 2006	AME Investments	Fee Simple	General Funds	None
	20	24052.9071	10.0	2010	Washington National Guard	Fee Simple	General Funds	None
	21	25333.6001, 25333.0223, 25333.0229	5.3	2006	Shady Pines	Fee Simple	PFC 5	None
	22	25333.0227	2.4	2005	Williams (Texas Auto)	Fee Simple	PFC 5	None
	22A	25333.0208, 25333.0205	2.45	2005	Hoovestal	Fee Simple	PFC 5	None
	23	15341.9001	9.2	4/4/2012	Gilbreath	Fee Simple	General Funds	None
	24	15342.9004, 15341.9007, 15341.9009, 15341.9008, 15344.0102, 15344.0103, 15344.0104, 15344.0105, 15344.0106, 15344.0107, 15344.0108, 15344.0109, 15344.0110, 15344.0111, 15344.0113	400.9	12/18/2013	Spokane County	Fee Simple	General Funds	None
	25	14012.9004, 14013.9007, 14013.9008, 14022.0101, 14022.0501, 14022.0601, 14022.0701, 14025.9004	852.5	3/14/2014	Park West Properties, inc.	Fee Simple	General Funds	None
	26	14013.9006	34.25	8/22/2014	Greenup	Fee Simple	General Funds	None
	26A	14013.9006						

RELEASED AIRPORT PROPERTY DATA

PARCEL IDENTIFICATION		ASSESSOR PARCEL NUMBER	ACRES	DATE ACQUIRED	PROPERTY GRANTOR	TYPE OF INTEREST ACQUIRED (FEE SIMPLE, LEASE, EASEMENT)	SOURCE OF FUNDS (FAA GRANT OR PFC PROJECT # / YEAR)	RELEASE DATE
	5A	15351.0009, 15351.0014, 15351.0013, 15351.0012, 15351.0011	56.4	March 2002	JKC BigSky/Bonnucelli/J. Moore Estate	Fee Simple	General Funds	April 24, 2014

PROPERTY DATA NOTES

- Airport property boundary source: JUB Engineers, Inc., (2011) and Spokane International Airport (2013 and 2014). Individual parcels from 2002 Exhibit 'A' Property Map. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description.
- * Released from federal reservations, restrictions, and conditions by agreement May 24, 1988.
- ^ Subject to all reservations, restrictions and conditions contained in AIP Grant 3-53-0072-01 by agreement May 24, 1988.

SUBMITTED BY:
Spokane Airport Board

By _____
Lawrence J. Krauter, Chief Executive Officer Date

FAA Approval Space

NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

EXHIBIT 'A' PROPERTY MAP DATA

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 16 OF 17

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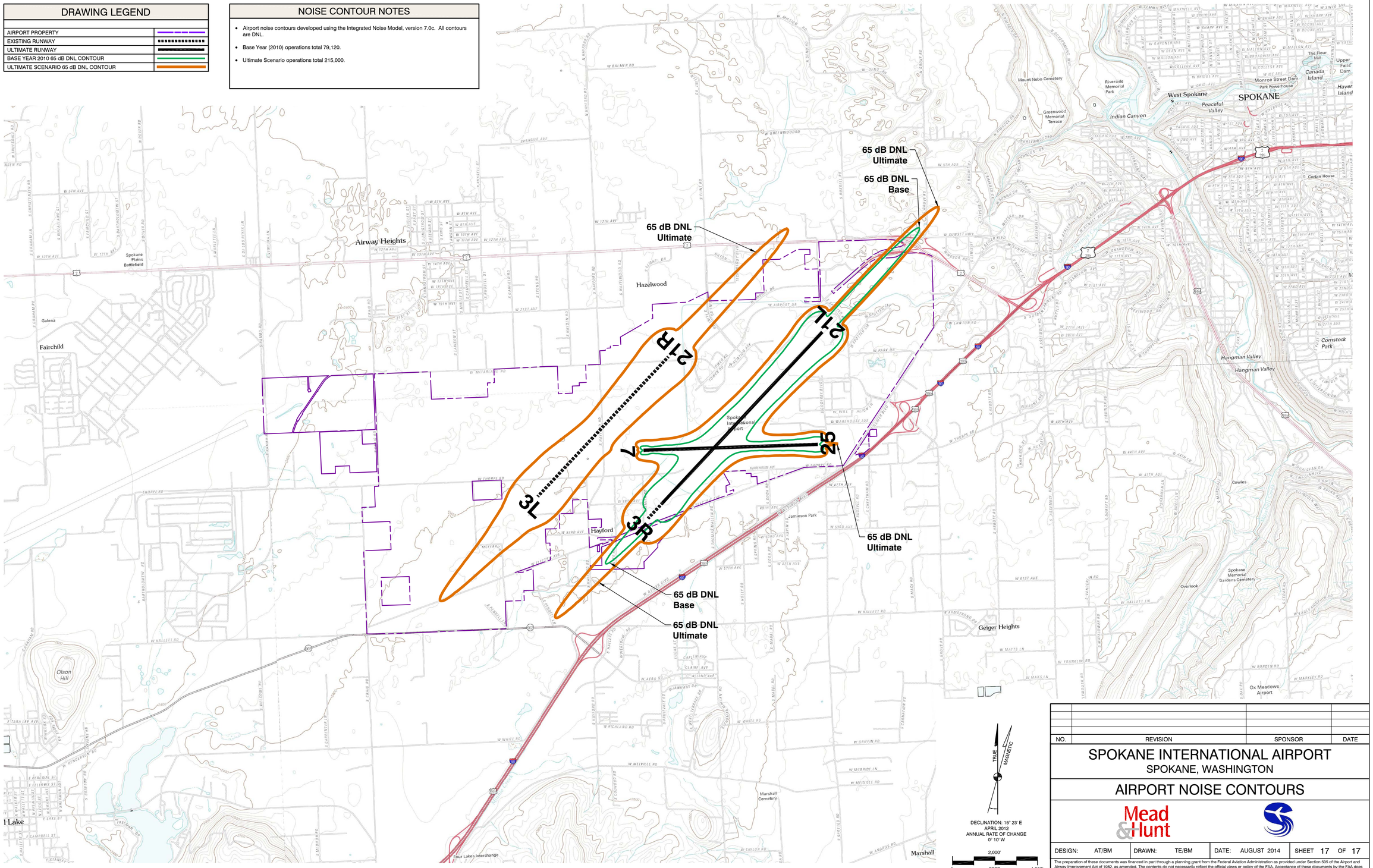
DRAWING LEGEND

AIRPORT PROPERTY	
EXISTING RUNWAY	
ULTIMATE RUNWAY	
BASE YEAR 2010 65 dB DNL CONTOUR	
ULTIMATE SCENARIO 65 dB DNL CONTOUR	

NOISE CONTOUR NOTES

- Airport noise contours developed using the Integrated Noise Model, version 7.0c. All contours are DNL.
- Base Year (2010) operations total 79,120.
- Ultimate Scenario operations total 215,000.



NO.	REVISION	SPONSOR	DATE

SPOKANE INTERNATIONAL AIRPORT
SPOKANE, WASHINGTON

AIRPORT NOISE CONTOURS

Mead & Hunt

DESIGN: AT/BM	DRAWN: TE/BM	DATE: AUGUST 2014	SHEET 17 OF 17

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